

TOWNSHIP OF LOWER MAKEFIELD
JOINT COMMITTEE MEETING
PARK & RECREATION BOARD
CITIZENS TRAFFIC COMMISSION
ENVIRONMENTAL ADVISORY COUNCIL
MINUTES – JUNE 24, 2020

A joint Committee meeting of the Park & Recreation Board, Citizens Traffic Commission, and the Environmental Advisory Council of the Township of Lower Makefield was held remotely on June 24, 2020. Ms. Tierney called the meeting to order at 7:15 p.m.

Those present:

Park & Recreation Board: Douglas Krauss, Chair
Michael Brody, Secretary
Mike Blundi, Member
Patricia Bunn, Member
Kimberly Rock, Member

Citizens Traffic Commission: Virginia Torbert, Chair
Arthur Cohn, Vice Chair
Keller Arnold, Member
Catherine Calabria, Member

Environmental Advisory Council: Linda Salvati, Chair
Kevin Gallen, Co-Chair
Soumya Dharmavaram, Member
Alan Dresser, Alternate Member

Others: Monica Tierney, Park & Recreation Director
James Majewski, Director Planning and Zoning
Suzanne Blundi, Supervisor Liaison for CTC
James McCartney, Supervisor Liaison for Park & Rec
Frederic K. Weiss, Supervisor Liaison for EAC

Absent: David Malinowski, Park & Recreation Member
Dennis Wysocki, Park & Recreation Member
Susan Herman, Secretary, Citizens Traffic Commission
William Hogan, Citizens Traffic Commission Member
Scott Weaner, Citizens Traffic Commission Member

Absent: Barbara Baus, Environmental Advisory Council Member
James Bray, Environmental Advisory Council Member
Paul Roden, Environmental Advisory Council Member

LOWER MAKEFIELD TOWNSHIP COMMUNITY TRAIL CONNECTION FINAL PROJECT
DESIGN PRESENTATION BY TPD

Oxford Valley Road and Edgewood Road shared Use Path funded by the
Pennsylvania Transportation Alternatives Set-Aside Program

Mr. Majewski stated the Board of Supervisors was presented with the opportunity for a Grant through the Transportation Set-Aside Program for transportation alternatives through PennDOT with support from the DVRPC. He stated at the August 16, 2017 Board of Supervisors a presentation was made by TPD where they presented a Plan to connect the bike paths, trails, and walkways that are in and around the ball fields and the Township Complex. He stated it would basically go on Edgewood Road from where the bike path leaves off near Mill Road and wrap around Oxford Valley to where there would be a crossing at Roelofs Road. Mr. Majewski stated there are other phases to the Grant at a future time that would take it down further on Oxford Valley Road.

Mr. Majewski stated the Grant was submitted and awarded, and the Board of Supervisors discussed it at the May 16, 2018 meeting after they received notice that they were awarded the Grant. He stated there was a presentation made to the Park & Recreation Board by TPD on November 13, 2018 to go over a few of the design alternatives prior to getting into the Final design to make sure they were all on board with the design.

Mr. Marty Rosen, Design Engineer from TPD, was present. He stated Lower Makefield received the Set-Aside Grant in 2018 and selected TPD to prepare the design for the project. He showed an aerial of the area involved which is generally located within the confines of the baseball/softball complex of the Park. He noted the location of the Township Building in the top right corner of the slide. He stated the proposed project is to construct and extend the existing trail from the existing pedestrian crossing that is located just opposite the Township Building down to the existing traffic signal at Oxford Valley Road. He stated from there it is going to continue south and connect with the existing intersection of Roelofs Road and the parking lot for the softball complex.

Mr. Rosen stated in addition to the trail there are also two smaller 5' wide proposed paths, one from the trail back to an existing bituminous paved path next to the baseball field in the bottom right-hand corner of the slide, and a second 5' path is from the Roelofs Road intersection back along the driveway to the softball parking area.

A slide was shown of the path on Edgewood Road. Mr. Rosen stated the proposed path width is 8' which matches the current width throughout the Township, and is also the minimum width required for a shared-use path that is used by both pedestrians and bicyclists. He stated in addition as part of the design criteria, they are providing a minimum 5' buffer from the face of the curb to the trail and that is generally to provide room for existing signage, fire hydrants, and other features and will provide a buffer from traffic.

Mr. Rosen stated that along Edgewood Road there are some existing portions of the path that have already been constructed; and those are proposed to be replaced with this project to insure that there is a uniform, consistent width from one end of the project up to the Oxford Valley intersection. He stated in addition along Edgewood Road, the two existing pedestrian crossings will be enhanced by re-doing the existing crosswalk markings and adding signage and markings approaching the crosswalk to enhance safety. He stated the existing crossing will also be upgraded to ADA compliance.

Mr. Rosen stated also included in the project is the Oxford Valley Road and Edgewood Road traffic signal, and the improvements here are mostly pedestrian-based. He stated they will be providing new pedestrian crosswalk markings and the existing curb ramps will be upgraded to meet ADA requirements. He stated the traffic signal timings will be updated as well.

Mr. Rosen stated along Oxford Valley Road they will have the 8' bituminous path with at least a minimum 5' buffer. He stated along Oxford Valley Road the path will meander a little more than 5' so they can follow the natural terrain and avoid some existing utilities, fire hydrants, etc.

A slide was shown of the pedestrian crossing at Roelofs Road. Mr. Rosen stated they will be providing an enhanced RRFB (rectangular, rapid-flashing beacon device). He stated this provides a detection system so that once a pedestrian approaches the crosswalk, it will be activated, and the beacons will flash. He stated the system can also be activated via push-buttons.

He stated with regard to the flashing beacon, it is an overhead sign with beacons on the left and the right which will go back and forth when activated. He stated this is different from the systems that are installed on Edgewood Road which continually run. He stated the expectation is that motorists will be more inclined to notice these lights when a pedestrian is using the crosswalk as opposed to flashing lights that are continually on and tend to be ignored. Mr. Rosen showed an example of this type of system in Doylestown Township.

He stated the crossing will be well lit, and the reason they wanted to enhance safety here is because the existing ball field crossing is located in the middle of a curve opposite Roelofs Road. He stated they had looked at maximizing the sight lines available at this location, and this is going to involve some tree removal or at the minimum tree trimming. He noted specific trees on either side of the road which will probably need to be removed to maximize sight distance. He stated this is a design item that could be worked out during construction, and they will try to save as many trees as possible.

Mr. Rosen stated another component of the project is the use of pervious pavement. He stated the size of the project is over one acre so it requires an NPDES Permit which means stormwater volume, rate, and water quality mitigation are required for the project. He stated they were originally proposing typical, above-ground stormwater basins; however, after discussion with the Township they determined that the ideal locations within the Park to place stormwater basins were also the ideal locations that are used for practice areas outside of the ball fields themselves. He stated they looked at the pervious paving option as an alternative. He stated they were able to determine that by converting portions of the existing trail along Edgewood Road from impervious, bituminous pavement to pervious pavement in addition to converting a portion of the softball field parking lot which is highlighted in blue on the slide shown, they were able to meet all of the DEP requirements for rate and quality.

Mr. Rosen stated with regard to maintenance of pervious pavement, through coordination with the Township staff it was determined that the adjacent Community Center already utilizes porous asphalt in the rear parking lot. He stated the additional maintenance is minimal and is already on site for what needs to be done for the trail. He stated the additional maintenance is nominal for porous asphalt, and it requires routine sweeping and vacuuming to remove the dirt. He stated you do not want the dirt to harden in and soak into the paving materials and clog the pores. He stated the porous asphalt

requires visual inspection once or twice a year to confirm that it is draining properly. Mr. Rosen stated typically it is not recommended to salt any porous pavement because that has a tendency to clog the fines.

Mr. Rosen showed a slide of the Community Center noting that you can barely tell the difference between the porous paving which are the parking spaces and the actual drive aisle which is typical asphalt.

Mr. Rosen stated with regard to the funding history, the Pennsylvania Transportation Alternative Set-Aside Program Grant Application was submitted September, 2017; and the Grant of \$700,000 was awarded to the Township in May, 2018. He stated the kick-off meeting was held with the PennDOT Project Manager in June, 2018.

Mr. Rosen stated since then they have been advancing through the design process. The initial approval of the Overall Project Scoping was completed in March, 2019, and that was followed up by the PennDOT Traffic Safety Review approval in June, 2019. Mr. Rosen stated right-of-way was required for this project because there is a portion of the project in the interior that is a flag lot owned by the Yardley Water Tower, and they needed to provide a sidewalk Easement across their frontage for the trail. He stated a formal Right-of-Way Plan had to be prepared which was approved by PennDOT, and the Township is currently in the process of acquiring that area. He stated it is also required that there be Environmental CE approval which was cleared in March, 2020. He stated the NPDES Stormwater Permitting was approved in March, 2020 as well.

Mr. Rosen stated the remaining design tasks for this project includes the right-of-way acquisition clearance which as he noted the Township is working on. He stated utility clearances are also required, and as of now they have three out of the four individual utilities cleared. He stated there is no anticipated impact, and it is just a matter of finalizing paperwork. He stated formal PennDOT Traffic Unit approval is required, and the Final Plans are in for their approval at this time. He stated following the submission of the final project specifications and estimate package, PennDOT Contract Management will review and approve the project. He stated the Township is responsible for completing the Reimbursement Agreement with PennDOT and the selection of the construction inspection staff for the project.

Mr. Rosen stated with regard to the schedule, they anticipate the Final Project Specs to be submitted to PennDOT for review in August, 2020. The project advertising can usually occur about two months later, so they are estimating October, 2020, with the Bid opening occurring through PennDOT in November, 2020. Contract and Notice to Proceed typically takes three months after that which would be January, 2021. They anticipate construction completion in August, 2021.

Mr. Rosen stated PennDOT will dictate the project advertisement, letting, and Notice to Proceed date. He stated in general the project is not too complicated with the amount of work to be done; however, the lead time in ordering traffic signal poles is typically six months so that stretches out the total duration of the project itself.

Mr. Rosen stated the Township needs to become a Registered Business partner in ECMS and complete the executed Reimbursement Agreement as well as execute the Inspection Contract.

Mr. Rosen stated the estimated construction cost of the project is approximately \$670,000. He stated construction inspection is typically estimated at about 15% of the total construction cost for a project of this size which is about \$100,000. He added that the Township has potentially offered the use of their facilities for the construction inspection staff which may allow us to reduce the estimated construction cost by about \$10,000 to \$15,000 if they can use on-site available facilities. He stated he also recommends approximately \$10,000 for design consultation during construction which covers the construction kick-off meeting as well as addressing any RFIs, or shop drawing review during construction. He stated the total is therefore approximately \$780,000, and the total Grant award is \$700,000. He stated PennDOT takes 1% of the total Grant for their administration costs. He stated the Township will be responsible for the difference which will be approximately \$87,000.

Mr. Majewski stated during the design process the staff from TPD met a number of times with Township staff including the Police Department, the Traffic Safety Officer, Park & Recreation, Public Works, himself, and the Township Manager to go over items to make sure that they will get something that will be easy for the Township to own, operate, and maintain. He stated they looked at items such as the maintenance of the porous pavement. He stated since this is something that they have

to maintain at the Community Center, when they bring in the vacuum truck out to vacuum that, it will be easy to go down both ways along the path to take care of that as well.

Mr. Majewski stated there are a few items that the Township still needs to complete in order to prepare for going out to Bid. He stated he has talked to one of the Project Coordinators from DVRPC (Delaware Valley Regional Planning Commission) who answered some of his questions. He stated he feels we are in a good position to go out to Bid.

Ms. Bunn stated she has a “huge concern” about the porous paving. She stated she knows we use it at the Community Center, but in her opinion she does not feel it is a good use for Municipal applications because of the maintenance. She stated Ms. Tierney has assured her that they are willing to maintain it, but she wishes that would have been discussed with the Park & Recreation Board prior to doing the calculations for the stormwater management.

Mr. Rosen stated in terms of the Application here where there will not be any traffic on it, it is a better option since there will not be oils from the roadway, and there is not a need to salt the facility. He stated the biggest problem would be run-off; but once the surrounding area is re-sodded and grown back up, the amount of material that would be going on the parking lot or the trail would be relatively minimal. Ms. Bunn stated while she understands that, she has not seen it work in a Municipal setting; and Municipalities cannot maintain it. She stated she recognizes that it is a small area, but she still does not feel it is a good use.

Mr. Brody asked why they could not have a water retention basins in any of the spaces behind the Community Center or “off to right field of the big baseball field.” Mr. Rosen stated one of the problems is that they have to get “the right water to those locations.” He stated too much water to a location is sometimes more of a problem than too little because the size of the facility is dictated by the amount of water that gets to it. He stated the facilities they were designing were taking very large swaths. He stated he believes the area Mr. Brody is referring to is the area at Oxford Valley and Edgewood Roads. He stated there were trees recently planted there that would all have to be removed. He stated the size and depth of the facility would require a fence around it as well. He stated that was one of the locations they looked at, but that did not provide enough mitigation;

and they would have had to do it at additional areas as well. Mr. Rosen stated the actual construction costs to do above-ground stormwater detention was more expensive than the use of pervious paving as well.

Ms. Tierney stated in addition that would have taken up a lot of the practice area and the area where people set up tents for Tournaments would all be gone.

Mr. Brody asked if the crosswalk would be on the south side of Roelofs or the north side. He asked if it would be close to the Community Center or closer to Stony Hill Road. Mr. Rosen stated it will be on the south side closer to Stony Hill Road.

Mr. Brody asked if they have taken into consideration Mill Road and the impact of the roundabouts that will be going in at Mill Road and Edgewood, and the impact of extra traffic leaving Mill Road to enter onto Oxford Valley below the crosswalks. Mr. Rosen stated as far as the direct construction impact, the two projects are far enough apart that there is no overlap. He stated he feels it could be an enhancement for lowering speeds approaching the initial existing crosswalk at the Township Building. He stated he does not see a negative impact in terms of sight lines approaching the crosswalk.

Mr. Brody stated he has been bike riding in this area, and as you leave Mill Road and enter Edgewood the trees of the first house off of Mill Road are creating a difficult sight line. He also noted his home is across the street from the softball fields, and at Roelofs coming from the Community Center there is a little slope to the curve. He stated they may need to cut back the earth somewhat. Mr. Brody asked if there are any reflectors that will go on the bike path; and Mr. Rosen stated none were proposed, but they could be installed at a future date by the Township if necessary. He stated the path itself is relatively flat with good visibility ahead. He stated the steepest drop off is adjacent to the one ballfield along Oxford Valley Road, but even that is not an area where they would provide a fence rail or delineators. He stated he feels that once it is graded, they could add reflectors if necessary.

Ms. Arnold asked if the pervious pavement will be cleared of snow and ice. Mr. Rosen stated while it can be cleared, they would not recommend it be salted. He stated he is not sure what the Township does along the rest of the trails. Ms. Tierney stated ordinarily they do clear the paths; but knowing that this is not to be salted, they would be sure to educate the staff that it is not to be salted. She stated they do clear them from snow for use.

Ms. Calabria noted the grass buffer between the trail and the roadway, and she asked the minimum buffer of that area. Mr. Rosen stated the minimum buffer that they are providing is 5' which is more than enough room. He stated in general they would recommend a minimum of 2' to 3'. He stated along the southern area of Oxford Valley Road it does transition to 12' to 13' as you get closer to going around the curve. He stated the 5' buffer is related to the ballfields and other constraints where they are wedging the trail in between. Ms. Calabria stated even though the speed limit might be 25 or 35, the cars go fast in our Township; and drivers ignore the posted speed limit. She stated it is good that there is a wide shoulder and the 5' buffer since it makes you feel a little safer.

Mr. Majewski stated one of the benefits of the mini roundabouts at Mill Road and Edgewood Road is that speeds will be moderated somewhat coming into and out of that area where the new bike path will pick up from the old one across the street from the Township Building.

Mr. Cohn asked about the crosswalk at Oxford Valley and Edgewood Roads which is "weird" going to the Kids Kingdome area. He asked if it is going to be changed in any way. Mr. Rosen stated in order to make that ADA compliant, that is going to be graded down so it will not be as steep; and where it goes up to connect at the "T," that area will be lowered a little as well. He stated it will not be flat, but it will be much better than it is. He stated they are constrained by the building behind it, and they cannot drop it all down. Mr. Cohn stated it is offset there from the crosswalk. Mr. Rosen stated it will not be as sharp an angle as it was previously.

Mr. Cohn asked if the pervious paving will be impacted by the snow removal equipment. Mr. Rosen stated in general the material is as durable as normal asphalt paving. He stated he does not feel it will get chipped away by the equipment.

Ms. Blundi stated it was indicated that the problem with salting the pervious paving was that the salt would clog it. Mr. Rosen stated usually the salt includes stones rocks and stones as well, and if it was only salt that might be okay but typically it is a rock salt mixture; and it is the rocks and the fine sand that break down and end up clogging the pores. Ms. Blundi asked if it were to permanently be clogged does that have an impact on its longevity and would it void a warranty. Mr. Rose stated he would have to check on the specifications in terms of a warranty, but the requirement is that it needs to drain. He stated for this application it would be easy to

notice ponding on the surface. He stated he expects the longevity for this application to be more than would be normal for a parking lot application. He stated it needs to function or the Township would be in violation of the Permit for stormwater management.

Ms. Calabria asked if they do not use salt on the trail would there be any incidences of slippery surfaces in the winter when the trail could ice over or is there not expected to be icing on this type of surface. Mr. Rosen stated in general there should be less icing problems than a normal surface because it should drain quickly, and there would not be water ponding on the top to create the ice. Ms. Calabria stated people do walk on the trails in the winter, and she is concerned about accidents where the Township would be liable. She asked about the performance of these kinds of trails with this kind of surface in the northeast part of the Country. Mr. Rosen stated he is not sure that he can provide an answer. He stated he can point to a number of projects that have applied pervious paving in this area. Ms. Calabria asked if the Township could be provided with that information and they could talk to some of the communities that have this surface on their trails to see how it was performing in the winter and if there were any issues with slippery surfaces. Mr. Rosen stated he could do that. Ms. Tierney stated at the Community Center, they do not use salt in the back where they have the porous pavement; and they do not have icing problems in that area.

Mr. Majewski stated from what he has observed and what he has read about porous pavement, since it has the open gradation as snow falls it tends to hit the pavement and seep through so that you get less icing typically than you would on regular pavement.

Ms. Calabria asked how long is the warranty for this type of paving. Mr. Rosen stated he will have to look into that, and he is not sure that there is a warranty associated with it. He stated it needs to be properly maintained. He stated if you see dirt on the surface, you should get it off, and not let it seep in. Ms. Calabria stated the Township would have to make sure that the trail is maintained to be free of anything that could clog it up, and Mr. Rosen agreed. He stated they would not want a pile of dirt on the trail and leave it there for a week so that it would seep in. He stated that could result in the area not being able to perform, and the only way to remediate that would be to remove and re-pave that section. Ms. Calabria asked if they could flush things out, and Mr. Rosen stated he believes that flushing would actually push it further in.

Mr. Rosen stated they had discussions about it being used in the softball parking lot, and they need to make sure that they do not dump dirt there that is going to be used in the in-fields. He stated the reason they chose the center stalls was because it was felt that would be the least likely spot where someone would accidentally place materials.

Ms. Torbert noted the intersection of Edgewood Road and Oxford Valley Road and the pedestrian facilities there, and she asked if they are adding a crosswalk there. Mr. Rosen stated they are not adding a third leg of the crosswalk, and it will just be the two crossings that are there today. He stated they will improve the connection that goes up toward the building. He stated adding the third leg would be too difficult due to the grading, and they would have to remove trees as well.

Ms. Dharmavaram asked if the stormwater requirements are just for the additional volume from the additional pathways that are going to be put in place or does anything else go into the volume calculations. Mr. Rosen stated they are not able to take a 100% credit for converting the existing trail and parking lot to porous pavement so there is additional mitigation on top of the existing conditions and it would be considered an improvement with lower flows from the Park area although it would be a minimal improvement.

Ms. Dharmavaram asked with regard to the 5' wide buffer, could that area be considered for a long swale/bio-retention basin. Mr. Rosen stated while they looked at that, there are utilities and signage occupying that area that makes it very difficult to provide for that. He stated in order to provide the right size facility, they would have to make it so large that they would start to impact the existing batting cages along Edgewood Road and elsewhere in the Park. He stated because the grass areas are existing grass, they do not get additional credit. He stated if they were to provide a swale, they would also be concentrating the flow; and DEP makes them evaluate the outfall of that a bit differently in terms of the design requirements. He stated they would probably have a much larger swale than would probably be envisioned. Ms. Dharmavaram asked Mr. Rosen if he is saying that an area required by a bio-retention basin of that shape would be more than the pervious paving area, and Mr. Rosen agreed. Ms. Dharmavaram stated they could go deep; however, Mr. Rosen stated they could not go deep because of the utilities in the area, and they also have to make sure that any proposed bio-retention facility would outlet to either an existing swale or an existing system which creates complications. Ms. Dharmavaram asked Mr. Rosen if he examined

that, and Mr. Rosen stated they did. He stated initially they had presented a swale design to the Township, the majority of which was located along Oxford Valley Road. Ms. Dharmavaram stated there is an equal length along Edgewood Road as well. Mr. Rosen stated while that is correct, as he indicated earlier because of the space requirements along Edgewood Road there is not enough width/buffer to place a facility.

Ms. Dharmavaram reminded Mr. Rosen that he had indicated that on Edgewood Road, they had up to 12' in places; however, Mr. Rosen stated that is incorrect, and along Edgewood Road, they only have about 5'. He stated they could provide the swales along Oxford Valley Road, but once it was determined that they could meet their mitigation requirements with the pervious pavement, they did not want to provide more maintenance for the Township of maintaining the bio-retention swales as well. Mr. Majewski stated they did have a major concern that the maintenance of the basins/bio-retention swales were a lot more onerous than bringing in a vacuum truck and vacuuming once a year. Ms. Dharmavaram stated she understands that they already have a vacuuming routine so that would be easier for the Township.

Mr. Rosen stated it would also be easier on the eye since typically bio-retention swales are not to be mowed, and he is not sure of the aesthetic appeal of that in this area. Ms. Dharmavaram stated she felt that they were missing a "fantastic opportunity" to use the Township land, even if it is 5' wide in places, to enhance stormwater management; and since it would be highly visible, it would be a message to the community as to how bio-retention basins do help stormwater. She asked that they "not let go of this valuable Real Estate." Ms. Tierney stated it is valuable Real Estate to the Leagues as well and it is very crowded when there are events there, and they use all of the space.

Mr. Dresser stated he feels the pervious paving is a great idea and is much preferred to the cost and destruction of putting in detention basins. He stated the EAC is "all about" low-impact development. He stated he was involved with pervious pavement as he was involved with the Township putting in a pervious pavement Ordinance about five years ago. He stated as noted by Mr. Majewski, there is less of a problem with icing on pervious pavement than impervious pavement, since when the snow melts on pervious pavement, it drains through the pavement and is gone so that there is no ice.

Mr. Dresser asked if there is adequate soil infiltration along the path so that once the water goes through the pervious pavement, it will infiltrate into the ground, and Mr. Rosen stated there is. Mr. Rosen added that the existing soil was evaluated. He stated they ended up using a lot of the test results that were completed when the ball fields were constructed. Mr. Rosen stated the amount of water that it will be capturing and draining is a very small amount in comparison to a parking lot, etc. so the risk is relatively minimal in this application if there is unsuitable soil. He stated there are provisions in the Contract to provide amended soils if that issue does come up.

Mr. Dresser stated in reviewing the drawings, it looked like the path will be slightly elevated; and Mr. Rosen stated that depends on the location whether it is elevated. Mr. Dresser stated he feels that it should be slightly elevated to keep run-off from coming on and carrying silt on it that could clog up the pores. Mr. Rosen stated that was the intent, but there are locations where that it is not practical to do that. Mr. Dresser stated they should install “good” vegetation there to keep the flow from going on it.

Mr. Dresser stated it looks like to have the sight distance for the pedestrian crosswalk at Roelofs Road, they are going to have to take down fourteen trees. Mr. Rosen stated there are sixteen trees total which includes two that have to be removed elsewhere on the project in order to get the path going the way they want. Mr. Rosen stated there is some flexibility for those two trees during construction where the path could be adjusted, but they felt what has been shown was the best location for the path. Mr. Rosen stated with regard to the other fourteen trees that have been noted looking right and looking left from the crosswalk at Roelofs, those removals are based on providing sight distance of 533’. He stated that is about 50% more than the minimum required; however, because the speeds on Oxford Valley Road are typically above 35 miles per hour, they wanted to provide as much sight line as possible. He stated at this point for those trees it is listed in the Contract as “as directed,” and they could be reduced to trimming of the lower portions of the trees to get the sight line because some of them are so large. Mr. Rosen stated he understands Mr. Dresser’s concern about the tree removal, and they are trying to take as many steps as possible to minimize that. He stated because the location is in the middle of the curve where speeds are higher, ultimately the goal was to maximize the sight lines as much as possible.

Mr. Dresser stated they are large evergreens which provide a good buffer between the fields and the houses across the street, and he feels they should preserve as many of the trees as possible. Mr. Dresser asked since they are putting in a crosswalk on that road with potentially more people in the area, could they lower the speed limit from 35 to 30 so that possibly they could reduce the sight lines. Mr. Rosen stated without introducing a traffic-calming feature or heavily enforcing the speed, he is not sure people will reduce their speed just by reducing the speed limit. He stated they would have to have speed bumps or chicanes. He stated they had looked at providing bump-outs at the intersections; however, because of the expected maintenance of providing those bump-outs, while they would have a speed-reducing effect, the decision was made not to provide those.

Mr. Dresser asked the Township to re-plant any trees taken down so that eventually they will have the buffer back. He stated hopefully it will just come down to trimming and not the total removal of the trees. Mr. Rosen stated he would not expect that all fourteen trees could just be trimmed and several of those will have to come out. Ms. Tierney stated this is something that did come up at their meetings, and they will evaluate how they move forward with the trees.

Mr. Majewski stated the EAC led a volunteer tree-planting activity across the street, and possibly they could have another volunteer planting and plant some trees to replenish the buffer.

WALKWORKS GRANT OPPORTUNITY

A Planning Grant opportunity is available for funding through the PA Department of Health WalkWorks Program for an update to the adopted Master Bike Path Plan to identify and prioritize projects that will close the gaps in our existing system to connect to everyday destinations such as parks and shopping areas.

Ms. Tierney stated on June 12, 2018, the Park & Recreation Board unanimously agreed to recommend a gaps analysis and overall Master Plan for connectivity of our trails. She stated they found out about this Grant opportunity, and Mr. Majewski has put together an Application for this Grant.

Mr. Majewski stated there is an opportunity for a Grant through a program of the Pennsylvania Department of Health called the WalkWorks Program. He stated they are looking to submit an Application for an update to the

Adopted Master Bike Path Plan that identifies and prioritizes projects to close the gaps that we have in our existing system and connect to everyday destinations such as parks and shopping areas. He stated following the Park & Recreation meeting, they did a lot of work looking at where the gaps are, trying to evaluate the length of the gaps, and the obstacles; and they need to pull all of that information into something this a more formal Plan in order to move forward.

Mr. Majewski stated the Grant Application is anticipated to have awards in the range of \$10,000 and \$20,000, and the Application must be submitted by July 2, 2020.

Mr. Majewski showed a slide of the Bike Path Master Plan/Walkway System Map that was part of the Comprehensive Master Plan Update. He stated this piggy-backs off of the 1997 Bike Path Master Plan which identified areas where they proposed bike paths/walkways/bicycle lanes and how they could connect them. He stated when the Bucks County Planning Commission helped prepare the Comprehensive Master Plan, the Township had them go through the original data they had which was from 2012 and 2018; and they updated it for more bike path segments and walkways that were constructed in developments. He stated that is the starting point for this Application.

Mr. Majewski stated what they are proposing is an Active Transportation Plan, and Remington & Vernick Engineers developed the scope of work for the project and identified from the Grant Guidelines several different components that would need to be in the Study. He stated these are purpose, goals, and methodology, public participation, existing conditions, recommendations, and ultimately an Action Plan to implement the Active Transportation Plan.

Mr. Majewski stated for the purpose, goals, and methodology they need to review existing studies that have been done. He stated there are Bike Path Plans either conceptually or actual full designs. He stated for Edgewood Road, they have a design for a full bike path all the way down Edgewood Road to Black Rock Road. He stated they need to pull all of this information together. He stated they would need to identify stakeholders which would include Leagues, Schools, shopping centers, and residents. He stated over the years he has received a lot of input from different residents including one today who was talking about different bike path segments they thought would be valuable to the community. Mr. Majewski stated they would look into forming a Steering Committee which could be a Park & Recreation Board

Sub-Committee or a separate Committee altogether to look into different information and to gather input. He stated ultimately they would identify the needs of what they are looking for as part of the Study.

With regard to public participation, Mr. Majewski stated that will be a valuable component; and it is anticipated that if we were awarded the Grant the Township would host several Public Meetings to get feedback from residents similar to what was done with the Pool Plan. He stated a number of people over the years have requested that bike paths be put in their neighborhood or suggested connections of certain segments. He stated getting the public input would be critical to developing priorities.

Mr. Majewski stated they also need to identify the destinations whether they be the Parks, the Pool, etc. Mr. Majewski stated the Grant that we were awarded that Mr. Rosen just reviewed was awarded to the Township because it was a logical connection to connect Edgewood School, the Pool, the Township Building, and several ballfields to existing bike path segments that are in that area.

Mr. Majewski stated they need to analyze the existing Plan Network that we have of bike paths. He stated we currently have 25 miles of bike paths in Lower Makefield and 7 miles of the Delaware Canal trail is also in the Township. Mr. Majewski stated they would also look at traffic data and demographics; and they can look at GIS mapping for segments where people are disconnected, and how many people could be connected to certain things by adding different segments. He stated they would then need to prepare and update the maps with the top destinations that they think would provide the most benefit, and they would look at the gaps and analyze them.

Mr. Majewski stated they also need to evaluate the barriers to connections, and they have been working on that. He stated in some locations there are houses close to the road, rock outcroppings, drop-offs from the road, narrow bridges, and other areas which are high traffic where it would be difficult to safely install a walkway/bike path/shared-use system.

Mr. Majewski showed a slide of Map #8 from the Comprehensive Plan that shows the existing bike path system. He stated the solid lines are the existing network. He noted an area near I-95 near Dolington/Woodside/Creamery/Yardley-Langhorne where it can be seen where the existing path is. He stated in the northern end of the Township there is an extensive area that goes from Upper Makefield, down Lindenhurst Road, down Woodside, and partly

down Dolington but that ends; and there is a connection needed along Woodside to get to the Canal. He stated there is also a connection needed to ultimately get across I-95 and hook up to the bike path systems that are on Creamery Road and elsewhere.

Mr. Majewski stated some trail sections have been completed by others. He stated the Delaware River Joint Toll Bridge Commission as part of their project did a bike trail from the Park & Ride to the restroom facility that they constructed adjacent to the Canal. He stated ultimately we want to connect that to the Canal and go up Woodside Road.

Mr. Majewski stated there are other areas of the Township that are missing walkways or bike paths. He noted specifically Makefield Road and Yardley-Morrisville Road which have been on the Bike Path Master Plan for a while. He stated there are Schools in those areas, and the issue is how to do this, and which side of the road it should go on. He stated they would like to look at that more closely and get input from the residents.

Mr. Majewski stated ultimately the Plan will develop recommendations to summarize how they can improve the connectivity, and identify key Capital projects of various sizes that they could implement so that when funds become available, if there is a small segment that is not too costly that would provide benefit, they could do that. He stated they would prioritize Grant Applications to consider for larger projects. He stated they would need to prepare cost estimates to get estimates as what the costs may be and identify rights-of-way needed for all of the recommendations. He stated all of the information would then need to be compiled into the Active Transportation Plan and highlight short-term, mid-term, and long-term goals. They would also identify potential funding opportunities. He stated the Plan would ultimately need to be submitted to the WalkWorks Program so that they could make this available to other communities to help them as well.

Mr. Majewski showed a slide showing the area in red of the project that Mr. Rosen earlier discussed that they intend to do this coming year. He stated there was a portion that they could not afford; and the Delaware Valley Regional Planning Commission recommended that they drop that segment which was from the girls softball field on Roelofs Road over to Mill Road primarily because the right-of-way at the one property had trees which blocked the sight distance at Mill and Oxford Valley Roads. He stated ultimately the goal in the future would be to make that connection and

possibly even extend the path down Oxford Valley Road where there are paths in some areas and wider shoulders; however, there are “bottlenecks there that would need to be done.” He showed on the slide an area off of Edgewood Road where there are gaps in the sidewalk that if they were filled in would connect everything better.

Mr. Majewski stated for the Snipes Tract project, they were intending to put in a bike trail there, and that is a missing connection that could be done. He stated this was part of a Grant Application to hook up the trails around Woodside Road. He stated they did get a Grant for the design of the connection from the Golf Course down to Taylorsville Road, and ultimately in the future, they would identify other similar projects.

Ms. Torbert stated she would like to see this “more prioritized from the beginning.” She stated she sees the value of this “huge Study;” but she feels the priority should be the Schools and they should make sure that they start with the Schools. She asked if there is any way to structure this Grant to just focus on Makefield Road and paths near the Middle School Complex. She stated she does not feel connecting Edgewood Road up to Black Rock is going to happen because of the amount of right-of-way that would have to be acquired. She asked if instead of doing a huge Study could they narrow it to the areas where they really need this for safety, and she would argue that those are the areas adjacent to the Schools; and they should do it just for that purpose.

Mr. Majewski stated one of the first parts of the Study is to identify top destinations and those include Schools, Parks, and shopping centers which are places that people are most likely to walk to. He stated if the Township and the community feel that is the priority during the Public Meeting process that could be prioritized. He stated the amount of gaps there are in the system and the amount of missing links are not that extensive that they could not study all of them and consider which ones are the most beneficial. He stated he feels they should really look at all of them and then prioritize them. He stated they also have to consider the number of people who would benefit from a specific project.

Ms. Arnold stated she does not know if the School District would be willing to partner with the Township if it meant reduced cost for busing since they are probably busing children to some of the Schools because they do not have a safe way to walk there. She stated she knows that there are bus stops which

are well within the limit that they would otherwise be walkers, but the lack of sidewalks does not allow them to be walkers. She stated possibly they would partner with the Township as the Schools would save money if they did not have to bus those children to School.

Ms. Tierney stated this part is just for the Grant Application; however, as they go into the prioritizing and the actual installation, that would be something to consider. Mr. Majewski stated the School District would be one of the stakeholders.

Ms. Calabria stated she agrees with Ms. Arnold that having the sidewalks/paths near the Schools is important. She stated while she lives close to Quarry Hill School, her children could not walk to School because the sidewalk did not extend far enough; and they had to take the bus.

There were no comments from the Public.

There being no further business, Ms. Bunn moved, Mr. Brody seconded and it was unanimously carried to adjourn the meeting.

Respectfully Submitted,

Michael Brody, Park & Rec Secretary

Virginia Torbert, CTC Chair

Linda Salvati, EAC Chair

