

TOWNSHIP OF LOWER MAKEFIELD
BOARD OF SUPERVISORS
MINUTES – NOVEMBER 19, 2008

The regular meeting of the Board of Supervisors of the Township of Lower Makefield was held in the Municipal Building on November 19, 2008. Chairman Caiola called the meeting to order at 7:40 p.m. Mr. Maloney called the roll.

Those present:

Board of Supervisors: Greg Caiola, Chairman
 Steve Santarsiero, Vice Chairman
 Matt Maloney, Secretary/Treasurer
 Ron Smith, Supervisor
 Pete Stainthorpe, Supervisor

Others: Terry Fedorchak, Township Manager
 David Truelove, Township Solicitor
 James Majewski, Township Engineer
 Kenneth Coluzzi, Chief of Police

Mr. Smith noted this evening will be Mr. Santarsiero's last Supervisors' meeting, and he presented him with a cake thanking him for his service to the residents of Lower Makefield adding that he will now be representing all the residents of the District when he begins his term in Harrisburg.

Mr. Santarsiero thanked everyone in the Township administration for their work for the Township on a day-to-day basis particularly Mr. Fedorchak who is recognized as one of the best Township Managers in the region. He also thanked Police Chief Coluzzi and added Lower Makefield is fortunate to have a Police Chief of his caliber and experience and who has put together a tremendous Police Force. He thanked the Township professionals, particularly Mr. Truelove, Township solicitor, and Mr. Majewski, the Township engineer. He also thanked Mrs. Kieslich, Recording Secretary, for her work for the Board of Supervisors and other Township Boards. Mr. Santarsiero also thanked his wife for her support of his work for the Township for the last five years and his children for their understanding when he is not able to be with them. Mr. Santarsiero stated there will be difficult days ahead for the Township, State, and the Country, and the Board of Supervisors will need to make difficult decisions going forward. He asked the residents to provide their opinions and their support. He asked that the Board move forward as soon as possible with acquisition of open space as the Referendum passed overwhelming which means that even in difficult economic times, the Township residents are willing to spend the money necessary to purchase land and keep the character of Lower Makefield intact for generations to come. Mr. Santarsiero stated as State Representative he will continue to work for the people of Lower Makefield as well as the other residents of the District and work with the Board of Supervisors to continue to maintain the quality of life in Lower Makefield.

PUBLIC COMMENT

Ms. Irene Koehler, 25 Spring Lane, Chairman of Residents Against Frankford's Relocation (RAFR), which is a grass-roots organization of over 500 citizens joined together to oppose Frankford Hospital's relocation to the corner of Route 332 and Stony Hill Road. She stated they are concerned about additional traffic including ambulances at an already overburdened intersection. They are also concerned about the residents who live in the area of the current Frankford Hospital who would normally go to that location in the event of an emergency and question how an ambulance will get to the new location particularly if there is a freight train at the Woodside or Oxford Valley railroad crossing. She stated they are also concerned about the tax increase all Lower Makefield residents would have to pay for services for the new hospital which is not a tax ratable and would not pay taxes. She stated they are also concerned about noise and lights 24 hours a day, 365 days a year. They are also concerned about the proposed helicopter pad adding they do not feel it is necessary as St. Mary's is the trauma center in the region and Capital Health is building a new hospital nearby in New Jersey. Ms. Koehler stated they have done a significant amount of fundraising to pay for the attorney they have hired on behalf of the residents who oppose this relocation; however, it is not enough to cover the expenses to fight a hospital that the citizens believe will degrade the lifestyle currently existing in Lower Makefield. She stated while they plan to continue to try to raise money on their own, they are requesting the Board allocate \$19,500 in the Budget to help them continue the fight. She stated their Website is RAFR.org.

Ms. Roxene Spitalny, 2321 Lakeshore Drive, stated she has been experiencing a problem with water flow to the storm drain near her property. She stated her home is the last house on the street before the lake. She understands that the lake did overflow once. She stated her neighbor has placed a fence in the right-of-way and planted many plants and bushes and a raised bed. She presented pictures which show what happens on her property during and after a rain storm. She stated it is not a puddle – it is a body of water. She stated she has a two-lane driveway and this body of water goes across her driveway to the adjoining property owner's property where the flow is obstructed because of the fence and raised bed. Ms. Spitalny stated she wrote a letter to the Township on July 1, 2008 advising them of the situation. Ms. Frick asked Mr. Majewski to go out to the property to investigate, and his letter to Ms. Frick of July 21 states, "We inspected the site and observed that the flow of water has been blocked by the raised landscape bed and fence that was constructed on the adjoining property at 2323 Lakeshore Drive." Ms. Spitalny stated the Township sent her neighbor a letter on July 22 requesting that she remove the fence and restore the right of way and that she contact the Township within seven days of receipt of the letter regarding her preferred course of action and anticipated timetable. Ms. Spitalny stated she never heard anything further from the Township despite asking for updates. She stated Ms. Frick would refer her to Mr. Majewski who was difficult to reach. She stated Mr. Majewski sent her an e-mail on August 28 advising that the Township was going to undertake the work necessary to restore the flow of water

within the right-of-way by the end of the following month (September.) Ms. Spitalny opened by the end of September, she called Mr. Majewski who advised that they were waiting for Public Works to go out. He indicated the fence had to be removed. He indicated the neighbor did understand that the fence was in Township-owned right-of-way. Ms. Spitalny stated she does not feel her neighbor got a Permit to install the fence; and if she did, she ignored the Township Codes which do not permit fences to be installed in the right-of-way. Ms. Spitalny stated in mid-October her neighbor put bags of soil and mulch in the right-of-way and planted more plantings. She stated no one in the Township would answer her calls or e-mails. She stated two weeks ago she spoke to Mr. Fedorchak who indicated that he was just made aware of the problem and advised his staff to restore the property within the next two weeks. She stated nothing has been done to date. She noted the difficulty of accessing her property during rain storms to get mail, have trash collected, oil delivered, etc. She stated people also walk along her property to get to the lake. She stated in the winter it is a sheet of ice and is treacherous. She stated this past Friday, she spoke to Mr. Fedorchak and he stated he felt the neighbor was sincere about getting rid of the fence. Ms. Spitalny stated she questions this as her neighbor's rebuttal indicated the problem was not hers. Ms. Spitalny asked Mr. Fedorchak on Friday if he felt this work would be completed within a few weeks, and he indicated he did not think so. She asked if her neighbor had been given a deadline, and he indicated she had not, and he did not feel it would be completed before the winter. Ms. Spitalny stated she feels this is unreasonable and unacceptable. She stated the Township is putting her property in jeopardy since if the Lake overflows, her property will be damaged and it is dangerous.

Mr. Majewski stated he met with the neighbor on Friday and showed her the location of the property line so that the fence could be relocated. She is calling the fence company and intends to have the fence moved. He also asked that she contact him when this is scheduled so he can let everyone know. Mr. Fedorchak stated the Order has been given to Public Works to dig the ditch as soon as the fence is moved. Ms. Spitalny stated her neighbor has had since July to remove the fence and has not done so.

Mr. Caiola asked if there was any legal follow up after the neighbor was asked to remove the fence in July, and Mr. Fedorchak stated he would need to ask Mr. Majewski as he was not involved in this at that time.

Mr. Smith stated this is a situation where there are rules and regulations about Permits, but they are not being enforced. He stated he feels a reasonable time period has expired, and he asked the Solicitor if they could send in Public Works to do the work and bill the resident. He also asked if residents are given a reasonable period of time to correct problems, and they do not, what is the next step. Mr. Truelove stated a Citation or some legal action would have to be initiated which has not occurred in this situation. This would be followed up in District Court. He stated there are also procedures under the Zoning Ordinance which may be enforceable under the Zoning Hearing Board process as

well. Mr. Smith asked that the Township Manager look into this, and if it is not taken care of in one month that legal action be started.

Ms. Spitalny asked why she should be given another month since the initial letter from the Township indicated seven days. Mr. Caiola asked if the neighbor indicated when the fence people would be out to do this, and Mr. Majewski stated she indicated that she had called them once and was going to call them again. Ms. Spitalny stated she feels it is unreasonable at this point. Mr. Caiola stated he would like to give her only fourteen days as he feels this has gone on for far too long. He stated if nothing is done, he feels Citations are in order at the very least. He stated in fourteen days the Board of Supervisors will meet again and update this issue.

Mr. Smith stated as a policy going forward, he feels there should be a more proactive stance on the rules and regulations of the Township.

Mr. Paul Krupp, 1171 University Drive, stated two weeks ago they discussed the Comcast issue regarding the installation of cable boxes in the right-of-way at Sandy Run, and the Board indicated that they would be looking into this and considering appealing the Zoning Hearing Board Decision. Mr. Caiola stated that the Township is going to Appeal this. Mr. Truelove stated they have been directed to file an Appeal. He stated Ms. Frick and Mr. Fedorchak have been diligent in trying to get information from Comcast, and they are still working on this.

Ms Diane Hilken, 1901 Makefield Road, stated the deer problem in her area is very bad. She noted problems with landscaping and potential impacts with cars. Mr. Caiola stated they have Budgeted \$50,000 for this for next year. He stated they will have a further discussion on this when the RFPs come back for a bow and arrow hunt or a sharp shoot. He stated sterilization is not an option according to experts they have been working with over the years. They will have to decide on the most humane way to do this in 2009. He stated the decision to do this was not taken lightly, but they are responding to comments made by many residents over the past years.

Ms. Sue Herman, Citizens Traffic Commission, read into the record her letter to the Board of Supervisors dated 11/19/08 (attached to the Minutes) regarding the Veteran Cemetery Plans. Mr. Caiola stated they will make a decision on this the first meeting in December. Ms. Herman also announced that the Delaware Valley Regional Planning Commission is holding public workshops to help shape their long-range plan for the year 2035, and they would like public input as to what should be in the long-range plan. Comments and questions should be sent to Michael Boyer at the DVRPC at mboyer@dvrpc.org or he can be called at 215-238-2848.

Ms. Gail McMaster, 436 Ramsey Road, stated she has presented a program called the Respect Program to 30,000 people in the Delaware and Lehigh Counties over the past year about doing a better job with recycling. She noted a number of paper items that can be recycled including cereal boxes, tissue boxes, junk mail, magazines, etc. and showed samples of items that should be recycled. She stated the landfills are half filled with paper that could have been recycled. She also stated that plastic water bottles should have the caps taken off before being put in with recycling as it takes less energy to crush the bottles if the caps are taken off. She stated she has been working with Mr. Fedorchak on recycling issues and trying to get the best price on buying recycling containers. Mr. Caiola asked if this is something that they should put on a future Agenda, and Ms. McMaster was agreeable to this. Mr. Caiola noted Ms. McMaster is the newest member of the Environmental Advisory Council.

Ms. Mary Borkovitz, Executive Director of the Bucks County Performing Arts Center, stated they are very grateful to Lower Makefield Township for supporting them as the Lower Makefield Society for the Performing Arts for twenty-five years and now as the Bucks County Performing Art Center for almost five years. She stated Lower Makefield has helped them financially, and they have also been assisted by the Pennsylvania Council on the Arts. She thanked the Township for the usage of the Township Municipal Building meeting room for many years at no charge and for the use of the office at the Emergency Building. She stated it is important that there be continued support at the current levels for 2009 especially now that the State seems to be pulling back on their end. She stated the consistency of the financial support by the Township along with the State has enabled them to flourish as an organization with County-wide reputation for their concert series and their partnership in education with the Pennsbury School District. She stated many times the arts are compromised during difficult financial times, and they hope that the Township will honor their Budget request for 2009. Mr. Caiola stated he hopes that their new State Representative will try to get that funding put back in place.

Mr. Richard Pressel, 712 Chestnut Lane, stated he is very disturbed at the progress and the way the bridge is being handled on Black Rock Road. He stated eight months ago when he heard that they were going to replace the bridge, he contacted Representative Steil's office and he was advised that there were no plans to rebuild the bridge for at least a year. He stated three months ago they began digging up Black Rock Road. He stated this bridge is the only means for those living north of the canal to get out of the area when the River floods. He stated based on the DCNR's past performance for the bridges up the River, he is concerned how long this project will take. Mr. Caiola stated they felt the work needed to be done, and the money was made available. He stated he feels they are on schedule to have the work done early next year. Mr. Majewski stated earlier this week, he was told that tomorrow they will be bringing in the culvert which is the actual bridge which will span the Canal. He stated once this is done they will finish the grading, do the road paving, and install the guard rails. Mr. Pressel asked if the Board of Supervisors saw the Plans before work began and asked if there is a penalty or incentive

clause. It was noted that while the Board did see the Plans, it is a State project. Mr. Majewski stated while he feels there was a penalty clause, he does not feel the time they have spent working on the project is unreasonable. He stated a project of this type typically takes three to six months; and if they finish by January, he feels they would be well within the time limits. Mr. Pressel stated he is concerned with the cost of gas and the need for the residents to go four miles extra each way because the road is closed. Mr. Caiola stated they were very concerned that if they did not do this work, there would be the potential of flooding again, and Mr. Pressel agreed.

Mr. Scott Burgess, 15 Glen Drive and Chairman of RAFT, stated one of their number one priorities was getting the culvert at Block Rock Road replaced and dredging the Canal. He stated they were given a three to five month expectation of it being done; and based on what Mr. Majewski has advised, it seems that they will be done within four months. He stated he feels the short term inconvenience is overridden by the long-term benefits.

APPROVAL OF MINUTES

Mr. Santarsiero moved, Mr. Smith seconded and it was unanimously carried to approve the Minutes of November 5, 2008 as written.

APPROVAL OF NOVEMBER 3 AND 17 WARRANT LISTS AND OCTOBER PAYROLL

Mr. Maloney moved, Mr. Santarsiero seconded and it was unanimously carried to approve the November 3 and November 17, 2008 Warrant Lists and October, 2008 Payroll as attached to the Minutes.

REPORT ON VETERANS PARADE

Ms. Kathy Kraeck stated they held the Second Annual Veterans' Parade on Sunday, November 9. She stated it was well attended with more participants and spectators this year. She reviewed the events which took place that day including a fly-over by a C-17 cargo plane and attendance by a number of Veterans from the area who rode in the Parade and watched the parade. She stated close to 200 Scouts from 25 different troops were involved as was the Pennsbury High School Marching Band, an Irish dance group and bagpipes, and a number of distinguished speakers. She asked that the community mark their calendars for next year's event which will take place the Sunday before Veterans' Day. Ms. Kraeck stated they also renamed the pocket park as Veterans' Square, and the Veterans' Committee is now in the initial phases of putting together the design concept for the monument, and they are beginning fundraising. They have issued

an invitation to local architects and artists to donate their talents and services and they will be extending this invitation in the future to landscapers, builders, and contractors. She stated they recognize that due to the difficult economic times they will probably not be able to get a lot of Government aid, and they are looking to members of the community to help out. Ms. Kraeck noted a number of children from the local schools volunteered their time and also helped with the collection of toiletries and snacks for the servicemen and women who are being deployed.

Mr. Smith thanked resident Frank Lyons who assisted the Township in getting the pilot who did the fly over. Mr. Caiola thanked everyone involved for working on this event.

DISCUSSION OF CLOSING A PORTION OF WEST FERRY ROAD TO THROUGH TRAFFIC

Mr. Caiola stated there will be a presentation by the traffic engineer, Mr. Dixon, they will then open up the issue to comments from the Board, and then open up the issue to the public.

Mr. Dixon stated as a result of the discussion at the 11/5/08 Board meeting regarding potentially closing West Ferry Road, TPD was asked to work with the Police Department to consider the impact of this and whether there were any other less-restrictive measures that could be put into place to help significantly reduce the amount of cut-through traffic on West Ferry Road. He stated they looked at three different options – one being the closure that was discussed previously and two other options that would involve posting signs restricting through traffic on West Ferry Road during all periods or certain peak periods when traffic volumes are highest. He stated any type of restriction done on West Ferry could potentially impact neighboring streets in terms of diverting traffic to those streets.

Mr. Dixon stated the first option they considered was to post a combination of signs at each end of West Ferry and the adjacent streets as well. They would propose a “Do Not Enter” sign combined with another sign that would say, “Except Local Traffic.” He stated “local traffic” would be those residents that live in the immediate neighborhood that must access that street to get to and from their home every day. He stated this would have the least amount of impact as the residents would still be able to travel the streets in the neighborhood but would restrict the streets from cut-through traffic that happens during peak commuter periods. He stated this would involve an enforcement effort to insure its effectiveness. He stated another impact could be the loss of liquid fuels money from the State since anytime a Municipality closes a road to through traffic, at PennDOT’s discretion, they can take away the Municipality’s annual allocation for that road from the State liquid fuels fund. He stated one way to offset this and avoid losing

that money would be to only restrict traffic during peak commuter periods and not totally shut down the roads to the general motoring public.

Mr. Dixon stated the second option considered was the posting of “No Left Turn” signs on each end of the neighborhood streets similar to what the Township did recently on Hilltop Road. He stated this would have more of an impact to the residents of the neighborhoods as any time you post a turn restriction, you cannot specify that local traffic does not have to abide by the turn restriction. He stated alteration would also be needed in terms of bus routes as well since buses would have to abide by the turn restrictions. He stated there would also have to be an enforcement element if there is a turn restriction.

Mr. Dixon stated the third option considered was the most restrictive and would have the most impact on the local residents which would be a permanent closure on West Ferry Road. He stated in order for people to be able to get around the neighborhood there would need to be a small shift in local traffic within the neighborhood to other streets that they do not currently travel on, in order for them to get in and out of the neighborhood. He stated they would also have to consider impact on emergency services as it puts a restriction in terms of their ability to respond to calls in a timely manner and reduces their response time. He stated local services would also be impacted such as trash collection, delivery trucks, etc. He stated when a permanent closure is implemented in order to accommodate emergency services and delivery services there is the need to construct a mechanism so that vehicles can turn around such as a cul-de-sac or some type of paved area that would enable those vehicles to make a three-point turn to get in and out of the street. He stated this would impact the property of the residents that live at the location where the closure is placed. He stated there would also be impacts on School bus routes which would have to be re-routed. He stated whenever a permanent road closure is put in place, PennDOT at its discretion can take away the liquid fuels allocation for that street.

Mr. Dixon stated they would recommend that the next step be to post the streets with a combination of “Do Not Enter Except for Local Traffic” signs and to qualify the “Do Not Enter” restriction during peak commuter periods since based on the volumes collected by the Police Department, this is when the highest number of cut-through vehicles are using the road. He stated in the morning this could be between 6 a.m. to 9 a.m. and in the afternoon approximately 4 p.m. to 6 p.m. He stated they would also recommend that the Township take traffic counts before and after any type of restriction is put in place so that they can determine the effectiveness of the restriction. If they find that it is not effective, they can take a look at the next step to try and address the problem.

Mr. Smith asked if the signage recommendation is for West Ferry only or does it include neighboring streets; and Mr. Dixon stated it would also be for Arborlea and Elm.

Mr. Santarsiero stated he and Mr. Caiola attended a meeting Monday night with Mr. Dixon, Chief Coluzzi, Mr. Fedorchak, and representatives from the West Ferry and Arborlea areas. He stated the purpose of the meeting was to try to bring representatives of interested parties together to see if they could come up with a compromise plan to move forward. He stated he recognizes that there is a problem on West Ferry Road as it is being used as a cut-through for a large volume of traffic traveling faster than the posted speed limit. He stated they wanted to come up with a solution that would deal with both the volume of cut-through traffic and the speeding. He stated they also wanted to make sure that whatever solution they came up with would not simply shift the problem to another area and would maintain the safety of all of the residents. He stated at the meeting Monday night, Mr. Dixon discussed the alternatives he noted this evening; and Mr. Santarsiero stated he raised the idea of installing speed humps on West Ferry as opposed to speed bumps which are typically seen in parking lots. He stated speed humps are much more gradual and wider and are used successfully in Doylestown. He stated they are delineated by markings on the paving to alert motorists that they are approaching a speed hump in conjunction with signage on the sides of the road. Mr. Santarsiero stated by the end of the evening on Monday, the Township representatives set forth the following proposal which they asked the representatives of both sides to take back to their respective neighbors – that they move forward with implementing the no cut-through traffic signs as described by Mr. Dixon on each of the three potential cut-through streets. This will require PennDOT approval. They will work to try to do this as soon as possible with the hope that they can have the signs in place by December 1 or soon thereafter. He stated at the same time, Mr. Dixon would go forward with the study he described to get a base line to see how many cars are going through Arborlea and Elm to make an analysis of potential impact on those streets, and he will also look more generally at the other options and what impact they would have in the area. Mr. Santarsiero stated they would take thirty days to see how the new signage and new direction for traffic that is allowed in the area is working. He stated Chief Coluzzi has agreed that he would have his Officers begin the enforcement process as soon as the signs were installed. Mr. Santarsiero stated this has been effective in the Lower Hilltop situation. There would be a re-assessment the beginning of January to check on the status. He stated if it is not working, they would consider the next step. Mr. Santarsiero stated he would like to hear from the representatives of the two groups to indicate what the reaction was of their neighbors and then open up the matter to broader public comment.

Chief Coluzzi stated when there is a change in traffic direction or additional signs, there is a break-in period of approximately thirty days. He stated during this time, they would have Officers in the area educating the public and warning them that after the thirty-day period, any violators would be cited. He stated this is difficult to enforce as it is difficult to tell who is a local resident. He stated it would be easier for enforcement purposes to have time restrictions on the “Do Not Enter” during the peak commuter times when they feel the bulk of traffic is coming through. He stated he and Mr. Dixon will determine what the times should be in order to eliminate the maximum number of vehicles.

Mr. Stainthorpe stated he received a significant number of voice mails about this issue. He stated at the last meeting the Board agreed that they could not make a decision on this issue without hearing from the residents in the other neighborhoods that would be impacted. Mr. Stainthorpe stated the Supervisors are responsible for the safety and welfare of the entire Township. He stated they also need to consider that the roads are the transportation system; and if they are going to consider closing a road, it needs to be considered very carefully. He feels the suggestion made by Mr. Dixon is a good one, and the best way to approach it is to try to make the street as safe as possible without impacting the other streets in the neighborhoods; and he feels the turn restrictions are a good first step. He stated if this is not successful, speed humps could be considered. He stated they should also consider sidewalks in portions of the neighborhood. He feels blocking off the street would be the last step. He stated signage should be on West Ferry, Arborlea, and Elm; and he feels they should try this and study the impact.

Mr. Smith stated he also received a significant number of comments about this issue. He stated he advised those who contacted him that he would not vote for anything that would shift the entire problem to another street or make the problem worse. He also wanted to hear from the traffic engineer and Chief Coluzzi. He is also in favor of the speed humps, although he added it may be better to wait for this. He stated he has been made aware that there is also the potential for temporary speed humps. He stated he hopes that they will not see one section against another section and that there can be a comprehensive solution that will satisfy everyone. He feels the measures being considered will do this.

Mr. Maloney stated his concern is that they do something that improves the traffic situation in Arborlea in general. He did not want to act too hastily to solve one problem that would create a problem in another area. He stated they will continue to work on this until they find the right solution.

Mr. Smith stated all of the Board of Supervisors have gone out to the area to look at the situation.

Mr. Caiola stated he feels the problem is deeper than just the Arborlea neighborhood and the issues on West Trenton Avenue are a problem and feels representatives of Lower Makefield should meet with representatives of Falls and Morrisville to discuss how this street does or does not work.

Ms. Shelly Joseph, 25 W. Ferry Avenue, stated this has been a two and a half year process. She stated it took one year to get stripes on the stop signs which were not effective and it took another year to get painting on the road which was not effective. She stated it took Hilltop six months to get signs put in. She feels there is a discrepancy on their street versus the progress on Hilltop. She stated she feels it is important to address the emotional concerns the residents had after the tabling of the barricade at the

meeting on Monday evening. She stated they have been working to rectify this problem for two and a half years, and they felt the offer of signs was a major step backwards. She stated they have heard that West Ferry is the most egregious cut-through in Lower Makefield and have also heard that it is the symptom of a much larger regional traffic problem. She stated on Monday night the West Ferry residents made it clear that it is not their intention to shift the problem onto their neighbors and that throughout the process their focus has been on re-directing traffic to West Trenton Avenue. She stated while they accept that West Ferry will assume a higher volume of traffic than Arborlea, Elm, Oak, and Linden, it is unfair to expect one neighborhood street, West Ferry, to absorb the full brunt of the regional traffic problem. She stated they have heard the concerns of the Township and their neighbors about the road barricade proposal, and for the time being they are willing to drop this solution; and in return they would like to ask that the Township and their neighbors be willing to compromise with them as well as they work through the various solutions to this traffic problem. She asked that they remember that safety for everyone's family is the top priority and some inconvenience may be worth it in order to achieve that goal.

Mr. John McGroarty, 5 West Ferry Road, thanked the Township for everything they have done so far. He stated they have been working on this for some time; and while the Citizens Traffic Commission tried to help them, the remedies they offered did not work. He stated the West Ferry residents would like their neighbors on the other roads to know that it was never their intention when they presented the road closure option to have any long-term negative impact on any of the adjacent neighborhoods. He stated what they were hoping was that the regular commuters that use that road when they found that they would have to make four extra turns to continue their trip from Big Oak to Yardley-Morrisville, that they would stop using this inconvenient path and after the trial period of the road closure, they would find that the only people making those four turns would be the local residents that use the road. He stated there was also concern about how emergency and other service vehicles would get through, and they now know that the barricade is not a viable option.

Mr. McGroarty stated since the meeting on Monday, the West Ferry group met; and they are less than confident that the recommended signs alone will solve the problem. He stated they do not feel that they can expect continuous Police enforcement. He stated there are already two signs on the road that people do not follow – the stop sign and the speed limit sign. He stated they would like to expand on Mr. Dixon's recommendations for signs with a physical deterrent as well. He stated they are in favor of the "No Left Turn" sign at the intersection of West Ferry and Big Oak Road during the a.m. rush hour; and so that no one tries to get around this issue, that there also be a "No Right Turn" off of Pine Grove into Arborlea during the same time be added. They would also recommend that for the p.m. rush which comes from the Bridges, that there be a "No Through Traffic" sign either 24 hours or at certain times installed at the intersection of Elm, Arborlea, West Ferry, and Walnut all of which are routes commuters use from the

Bridge. He stated in conjunction with this they would like to explore a “bulb-out,” and a slide of this was shown. A “bulb-out” is listed in the PennDOT Traffic Calming Handbook on page 24, and is described as two perfectly opposed chicanes. They would like to see this at the stop sign. It would be wide enough for EMS and other vehicles and keep West Ferry as a through street, but it would force everyone to stop at the stop sign. He stated this morning in one 30 minute period six cars were pulled over by the Police for running the stop sign between 8:30 a.m. and 9:00 a.m. which is the tail end of the rush hour. He stated according to PennDOT the “bulb-out” is appropriate as a traffic calming method. He feels this will slow everyone down as it will force everyone to stop at the stop sign. He stated on the stop signs at the intersection there could also be a sign that states “Alternate Merge” or “Alternate Entry.” He stated the “bulb-out” is not specifically used to reduce traffic volumes, but the residents feel that if the commuters that abuse that road every morning are forced to wait in a line of four to five cars to get through the alternate entry, they may stop using West Ferry and use West Trenton instead. He suggested that this recommendation be considered rather than the speed humps as the speed humps can be noisy and drivers sometimes speed up between the speed humps to make up the time. He stated the demographic that is using the road are people that are pressed for time.

Mr. Smith stated he is concerned that people will go very quickly once they get past the obstruction. Mr. McGroarty stated they are doing this anyway and oftentimes do not even stop at the stop sign. He feels this will force everyone to stop. Mr. Smith stated he travels to Doylestown, and he feels the speed humps have had a positive effect on the traffic in that area. Mr. McGroarty stated they do not feel speed humps are going to work in this area.

Mr. Caiola stated he feels both of these options should be considered as they go forward. He asked where one of these “bulbs” are being used in the immediate area so the Board could look at it. Mr. Dixson stated these are typically used in heavy residential areas or downtown commercial areas. He stated they do increase pedestrian safety, decrease speeds, and do make people stop at the stop sign. He stated he does not feel they will help with cut-through traffic as even if it is made more difficult on this roadway, the drivers still compare it to the alternative roadway they could use. Mr. McGroarty stated he feels the bulb-out would force them to stop at the stop sign and queue up especially in the morning peak period, but would not have much of an impact during other times of the day.

Mr. Smith stated he observed that the road markings were covered with leaves. Mr. McGroarty stated even when it was summer, there was still a problem. He stated there are 2000 cars a day, traveling 30 to 50 miles per hour with 40 to 50 children on the street; and he feels there is going to be a tragedy. He stated they are also concerned that if the new hospital is constructed, hospital workers from Trenton may be coming to this

new hospital along this road. He stated he feels they need a physical deterrent along with signs.

Mr. Tim Marchok, 10 West Ferry, thanked the Township for all the work they have done including the Citizens Traffic Commission and the Police Department. He asked that the base line survey to be done include Oak Avenue as well. He asked that the Township provide the residents with a timeline as to any measures that agree to. He stated on Monday they discussed their goals, and he stated the goal of those living on West Ferry is safety. He stated there was also a discussion as to the volume of traffic they are looking to get down to, and he asked that the West Ferry residents be included in any discussions involved with setting such a goal. He stated they would like any such goal tied to the base line numbers reported from the adjacent streets. He stated they would also like the Township to begin discussions with Morrisville, Falls, and PennDOT to work on a regional traffic solution primarily by making West Trenton Avenue a more attractive road for commuters to take. He stated they have been working very hard on this issue for a number of years, and they would ask that the Township continue to work on this as long as they have these safety problems on their street.

Ms. Sydney French, 18 West Ferry Road, stated if they block off the road, Arborlea children are going to be in more danger; and she does not feel they should block off West Ferry.

Ms. Tricia Harris, 225 West Ferry, stated she does drive to Doylestown frequently and is familiar with the speed humps and it can cause problems for cars. She stated she feels they are effective in slowing people down, but they need to consider how far apart they are placed as people do speed up in order to make up time. She stated she drives through Wycombe on her way to Doylestown, and the speed limit going into Wycombe is 35 miles per hour. There is then a one-lane bridge where traffic backs up on either side. She stated once people get across the bridge, they do tend to speed up, and she feels this would be what happens if they install a “bulb-out.” She feels the speed humps would be more effective because of concerns with damaging cars.

Ms. Mary Codd, 240 West Ferry, stated she has been very impressed with how reasonable the Supervisors have been looking into this situation and that they are very interested in inclusion. She stated some people on West Ferry Road have indicated they have been involved in this for over two years; but when she came to the meeting two weeks ago, she had only heard about it the Saturday before the last meeting when someone came to her home. She stated she wants everyone to be safe on their street. She stated she is very concerned that some people are having the advantage of meeting separately with the Township Supervisors. She stated she did not know about the special meeting held on Monday evening, and she would like to be included in any decision the Township makes. She feels the people in Arborlea should have this opportunity as well. She stated where they are considering putting the closure or stop sign is only one third of

West Ferry Road. She stated her home is at the farthest end of the road on the corner of Big Oak and West Ferry. She feels they need to look at all of West Ferry Road and all of the side streets and do something that is workable for everyone. She asked that everyone be included before a decision is made. She stated she would not have a problem with speed humps.

Mr. Caiola stated the reason they had the meeting on Monday evening with some residents from Arborlea and West Ferry was because they felt it was important to do that before the public meeting and he is pleased to see so many people present this evening to continue the dialogue.

Mr. Smith stated he did advise all of those who contacted him to try to attend this evening's meeting or to watch it on the Township TV channel or one of the replays they have following the meeting.

Mr. Santarsiero stated they knew that those on West Ferry had been organized for some time and they heard that there was going to be a meeting of the people from Arborlea on Sunday night; and this is why he felt it was a good idea to get representatives from both sections together, not to exclude anyone, but to begin the process of trying to come up with a solution that would address everyone's concerns.

Ms. Gail Maria, Oak Avenue, stated this is the first turn off of Pennsylvania/Yardley-Morrisville and West Ferry. She stated their street is very similar to West Ferry, and they have a tremendous amount of cut-through traffic. She stated she moved into the neighborhood ten years ago, and she requested a stop sign to be put up where there is currently only a three-way stop sign at Oak Avenue and Walnut Lane. She asked for this for three years and was told that they could not put up a stop sign there. She stated when people turn off of West Ferry onto Oak, it is a straight shot with no stop signs through three intersections until you get to West Trenton Road so people are traveling very fast. She stated she lives on the curve and there have been three accidents there. She stated two motorcycles have flown through her yard and one car has crashed into three vehicles that were parked in front of her home. She has had her light pole taken down twice and once or twice a month she has to fill in her front yard where the tire marks are because of people speeding around the curve and coming up onto her yard. She stated there is also a tremendous water issue where the tire marks are. She feels a stop sign would help with the speed on her street. She thanked the neighbors from West Ferry for asking that Oak be included in the discussions.

Mr. Caiola asked why there is only a three-way stop sign rather than a four-way; and Mr. Dixon stated typically you will see this where you have one approach having the heavy predominant flow of traffic and there is no stop control at this approach. He stated the traffic engineering standards advise that you should try to put up signs that would meet driver expectations and a stop sign was not put there to avoid driver confusion.

Ms. Maria stated the other three stop signs were put up by Falls Township. Mr. Truelove stated Falls Township starts on the other side. Ms. Maria stated Falls Township did put up one sign on the Lower Makefield side. Mr. Truelove stated anything having to do with Walnut would require regional review because it is a border street.

Ms. Maria stated she is a proponent of speed humps and she has driven in Doylestown where they work well. She reviewed several other Townships where these are used successfully. Mr. Caiola stated he feels if the speed humps are properly designed they are broken out in such a way that they serve a traffic calming purpose by the way they are spread out.

Ms. Rachel Shearer, 100 Arborlea Avenue on the corner of Cherry Lane, stated she is a member of the Arborlea neighborhood who was notified of the potential of a barricade through the letter from the Township last week. She read into the record a statement from residents of the Arborlea neighborhood with 106 signatures representing 65 households. (Copy attached to the Minutes.) She stated they just began this Sunday night.

Ms. Laurel Lee, 12 Wilfred Drive off of West Ferry Road, stated she is opposed to the idea of a barricade, and it seems that the Board of Supervisors are looking into the least-restrictive alternatives. She stated she appreciates the work the West Ferry residents have done in proposing that signage be posted on Pine Grove Road turning onto Arborlea. She stated if there were to be a barrier on West Ferry Road the concern she has as a homeowner on Wilfred Drive is access to her street by emergency vehicles particularly since Morrisville would probably be the first responder. She stated she recalls previous discussions some years ago on traffic on the Calhoun Bridge. She recognizes that this is a regional problem, and she feels any discussions should include representatives of New Jersey as well. She stated she does not feel that anything that is done to the streets in the residential neighborhoods will make the situation better on West Trenton Avenue. She stated if speed humps are installed they should be striped for the safety of the drivers and for pedestrian right-of-way.

Mr. Smith stated he has only looked at the street during the day and he is concerned with the early morning hours when children are at the bus stops when it is dark. He stated they should consider lighting in the area. Ms. Lee stated the darkest part of West Ferry is on the end where Ms. Codd lives at the end of West Ferry. There are no streetlights and no sidewalks.

Ms. Christine Dragoni, 3 Elm Avenue, stated she has been asked to read a letter from Julie Liuzzo, who is a professional engineer in Pennsylvania and does roadway design and co-wrote the Traffic Planning Handbook, who was unable to attend the meeting this evening. (Copy attached to the Minutes.)

Ms. Lisa Tordo, 206 Arborlea Avenue, stated while she understands that this has been going on for two years, the Arborlea and surrounding roads residents were only notified on November 14. She stated they would like to have more notice in the future. She stated she is glad that the Board of Supervisors are taking appropriate steps. She stated she would have liked to have seen a neighborhood traffic-calming survey or community approval via either door-to-door neighborhood surveys or a mailing in the effected areas with 70% approval. She stated this has not been done. She stated she feels that when they do the traffic counts, they should include West Ferry, Arborlea Avenue, Elm, and Oak concurrently. She stated a study was done on West Ferry two months ago, but there are now leaves and holiday traffic; and when West Ferry was done, School had started. She stated there needs to be an equal comparison. She reviewed figures from a year-long traffic study done by PennDOT from 2006 to 2007 with the results published 1/08 with an update of the data on 10/08 on the annual average daily traffic on road segments over a one year period. These figures are the total traffic in both directions:

Big Oak between Pine Grove and West Trenton – 5,300 cars pass West Ferry
Pine Grove between Big Oak and Yardley-Morrisville – 8,900 cars pass Arborlea
Yardley-Morrisville Road between Pine Grove and West Trenton – 11,000 cars
pass Elm, Arborlea, West Ferry, Walnut
West Trenton between Big Oak and Pine Grove – 16,000 cars
West Trenton between Big Oak and Yardley-Morrisville Road – 15,000 cars
Big Oak between Pine Grove and Makefield Road – 8,900 cars
Black Rock Road – 3,700 cars

Ms. Tordo stated they are surrounded by high volume traffic, and this is a community issue. She asked the Board of Supervisors that when they make a decision, that they do something reasonable and that there are reasonable expectations with reasonable outcomes.

Ms. Andrea Meyers, 11 West Ferry, thanked the Township and residents for the work they have done. She stated she does feel the enforcement has helped somewhat. She stated on Tuesday, she saw six cars pulled over within a fifteen minute period. She stated the Citizens Traffic Commission is open to all residents; and although the residents of West Ferry went to them, the CTC meetings are public meetings which are open to everyone. She stated there is a big problem on West Ferry between Big Oak and Cherry Lane. She stated the street is narrow and there are no sidewalks and the lighting is horrendous. She stated at the Monday night meeting they discussed three speed humps, and she does not feel this would be effective since the road is over one half mile long. She stated she feels there would have to be more speed humps if this is going to be considered. She stated she lives on the corner of West Ferry and Oak Avenue and it is a significant cut through. She stated Oak is narrower than West Ferry and has a dangerous turn. She stated there needs to be base line data on this road as well in terms of volume.

Mr. Smith stated about two and a half years ago, the Board of Supervisors started the Citizens Traffic Commission and they spend a significant amount of time as volunteers and are doing a great job addressing the traffic problems throughout the Township.

Ms. Jill Barlow, 101 Arborlea, read a letter on behalf of Mildred Brusha, 100 West Ferry Road, who was unable to attend the meeting. In the letter Ms. Brusha has written that she is upset over the proposal to place a barricade directly in front of her home. She has lived at this address for 51 years and does not want to look out of her front windows and see a barricade. She stated she lives on the corner of Cherry Lane and feels the barricade will only serve to divert most of the traffic down Cherry which is only 16 feet wide. She stated West Ferry traffic has become busier over the past few years and she does support efforts to decrease the speed of the cars but does not feel the barricade is the answer.

Mr. Robert Jolly, Oak Avenue, stated the map they were sent has black arrows indicating that Oak Avenue is one of the streets where the traffic may go. He stated his family moved to Oak Avenue in August and would like to keep the area safe. He stated he opposes the barricade and would like to see the Board proceed with some of the solutions which were discussed this evening.

Mr. Alexander Vincent, 8 Arborlea Avenue, stated if they are going to explore every option he feels one of the options should be to do nothing. He stated changing the street patterns will result in costs to the Township and could involve property tax increases. He stated traffic is a regional issue from Boston to Washington D.C. where traffic is up. He questions which neighborhood will be asking for something next and the resulting cost. He stated the roads are public roads which are there for the public use; and while they should enforce the laws, people did move into the neighborhoods recognizing the conditions. He agrees that there are problems, but he questions where it will all stop.

Mr. Smith stated what they are discussing is traffic calming. He stated the easiest thing for the Board to do would be to do nothing, and he does not feel that is an acceptable remedy to the situation. He stated they do not want to raise taxes, but when you do pay taxes, you have an expectation of public safety in your neighborhoods. He stated he and Mr. Caiola sat on a Regional Traffic Task Force for the last two and a half years, and not much has been accomplished other than gathering a report. He stated he does not feel that they can wait for PennDOT, the State, or the Federal Government to correct this problem. He stated he too is concerned about tax dollars, but they need to insure public safety and improve the quality of life expected in Lower Makefield.

Mr. Vincent stated he did sign the petition presented by Arborlea since he recognizes that doing nothing is not the answer but anything that is done will impact the Township Budget. Mr. Vincent stated a number of West Ferry residents have indicated the problem is not that bad if the drivers obey the laws.

Mr. Bruce McLish, 506 American Drive and member of the Citizens Traffic Commission, stated last week he went out and looked at West Trenton Road at Lafayette, which is the first block west of Pennsylvania Avenue; and he noted that there was just as much traffic trying to avoid West Trenton and Pennsylvania by going around on Maple, and the volume on that was the same that was on West Trenton. He stated going down to the intersection of Delmorr and West Trenton, he observed the operation of the signal which is a six minute cycle split evenly between the River Road traffic and the West Trenton Road traffic. He stated it is letting just as much traffic onto the Bridge from West Trenton as it is from River Road, but the back up on River Road is fairly short with about 45 cars which can make it through in one cycle. He stated there is much more back up on West Trenton so he feels this is why people are trying to get down to River Road. He stated when he looked at West Ferry and Yardley-Morrisville about half the traffic on West Ferry crossed over to East Ferry and the other half went to Morrisville, but there was an equal amount of traffic that was coming off of Yardley-Morrisville that turned onto East Ferry. He stated from River Road it takes drivers no more than six minutes to get onto the Bridge, but it is taking from twelve to eighteen minutes to get onto the Bridge from West Trenton. He stated he feels they want to get the people to use West Trenton rather than the residential streets, and he feels they should consider what they can do to get them on this road. He feels they need to discuss this with Morrisville and PennDOT, and he hopes the Board of Supervisors will direct Mr. Dixon to proceed in that direction as he implements whatever other measures are decided. He stated the drivers are going to continue to find local streets as long as they do not fix West Trenton.

Mr. Joe McGee, 21 West Ferry, thanked all the neighbors who came out from Arborlea. He stated to the individual that indicated those on West Ferry were aware of the traffic, he feels this is unfair. He stated the road designations for Arborlea, Elm, and West Ferry are identical so in theory they should be handling the same amount of traffic. He stated when you are look at a home to buy on a Saturday, there is not the same traffic that occurs during the week. Mr. McGee stated he was appalled at the letter that went out from the Township as they took the map given by the West Ferry residents to show how emergency vehicles could access and drew on it to show where alternate traffic would go. He stated he feels that the other residents probably felt that this was proposed by the West Ferry residents. He stated he feels there is tension between the neighborhoods, and he stated they want to work with everyone. Mr. McGee stated a lot of thought was put into the location for the proposed barricade because it was adjacent to Township-owned property. He stated there also seems to be a consensus that the West Ferry issue is a speeding problem, but he stated it is volume that is the problem although the speeding does come along with the volume. He stated they have been going to the CTC meetings for two years. He asked why Mr. Dixon never discussed speed humps previously.

Mr. Dixon stated speed humps have a very minimal effect on reducing cut-through volumes. He stated the data collected by the residents and the Police Department showed an 85th percentile speed somewhere in the low 30's, and PennDOT in the Traffic Calming Handbook recommends that you do not use speed humps unless the 85th percentile speed exceeds ten miles per hour over the posted speed limit. In this instance, the posted speed limit is 25 miles per hour and 10 miles per hour over would be 35. The data that has been collected so far shows that the 85th percentile speed is under 35 miles per hour. He stated typically you would not use speed humps in these instances which is why he did not recommend them to this point.

Mr. McGee stated if the speed humps would work, everyone on West Ferry would be in favor of them, but he feels this is a volume problem since there are 2,000 cars a day. He stated the residents have been working on this for a long time, and they have a sense of frustration and helplessness on West Ferry. He stated they wanted to get something done and want to work with their neighbors and are willing to compromise. He stated they never wanted to push this problem on the other streets since they all walk on the same streets. He stated he would like to continue to work with the Arborlea neighbors and asked that they help them rather than hinder their progress.

Mr. Eivind Sandstrand , 16 DeCou Drive Falls Township, stated he lives 10' from Lower Makefield and he walks on these streets. He supports the West Ferry neighbors but is also concerned that if they block the street off, there will be more traffic in his area. He stated there are a number of residents from his street present this evening, and they would encourage Lower Makefield to work closely with Falls Township so that whatever they come up with will not be isolated to Lower Makefield streets alone.

Mr. Wesley Lane, 10 DeCou Drive, thanked the Township for considering working with Falls Township and Morrisville Borough because any action Lower Makefield takes will effect those outside of Lower Makefield in this area as well.

Mr. Scott Burgess, 15 Glen Drive, stated he is not sure what effect the Black Rock Road detour is having; and he knows a lot of people are using West Ferry and Letchworth. He stated the timing of the base line counts should take this into consideration. Mr. Caiola stated they feel this is having some impact, and they will consider this.

Ms. Sue Herman stated she understands the amount of hard work it has taken for West Ferry Road people to address the safety issues and how hard it is to keep coming to meetings to try to make improvements. She stated she feels that now everyone has an opportunity to look at the roads and hopefully come up with solutions to make them safer.

DISCUSSION OF STOOPVILLE ROAD AND WASHINGTON CROSSING ROAD PROPOSED SIGNALIZATION PLAN

Mr. Edward Murphy was present with representatives of Tolls Bros. and their consultants to present to the Board a proposed re-alignment and signalization of the Route 532 and Stoopville Road intersection which has been the subject of discussion for the last six months. He stated approximately six months ago there was a meeting at PennDOT that included traffic consultants and engineers from Lower Makefield, Upper Makefield, and Newtown Township since this intersection, although located almost entirely in Lower Makefield, has an impact on Upper Makefield and Newtown Township as well. Input from PennDOT was received at that meeting and since then there has been a series of meetings that have involved the Lower Makefield Township engineer, the Lower Makefield traffic consultant, the Citizens Traffic Commission, and the Upper Makefield Township and Newtown Township engineers. He stated the Plan being distributed tonight is the work product of those various meetings that have been held to date; and the purpose of tonight's presentation is to bring the Board up to speed on the conversations and to give the Board the opportunity to make comments on the Plan as ultimately given the fact that the improvements are located in Lower Makefield, Lower Makefield will be the project sponsor and have to be the signatory on any Permit Application. Mr. Murphy stated Newtown Township looked at this Plan briefly last week and they had a number of questions about certain of the design elements that are in the Plan, and he assumes there has been a contact from the Newtown Township Manager to Mr. Fedorchak although he is not sure of this.

Mr. Jeff Madden, engineer from Eastern States and Mark Geramo, traffic consultant from McMahan Associates who prepared the Plan were present.

Mr. Murphy stated they would like to start to have more public comment on the Plan so that the Application can be submitted to PennDOT for approval. He stated part of the funding that Congressman Murphy has secured from the Federal Government would include some or all of this as well as other traffic-calming measures throughout the length of Stoopville Road through Newtown Township and up through the Village of Dolington so presumably there is funding available over the next year or so to implement the improvements.

Mr. Geramo stated there were a number of concepts considered for the intersection including the elimination of the through spur off Stoopville Road shown and planning the access in and out of the Village Market. After numerous meetings with the Village Market property owner, the alternative shown on the Plan is the one that the owner was in favor of as it would accommodate gas delivery trucks most efficiently. Mr. Geramo stated the intersection would be signalized, and the only turning lanes would be the right turning lane coming west on Stoopville onto Washington Crossing and back onto Stoopville Road which would be done as a traffic-calming remedy.

Mr. Murphy asked if new right-of-way would have to be acquired, and Mr. Geramo stated no additional right-of-way would be needed but easements would be needed from the Village Market and the Baptist Church as well as the Township which owns the center piece.

Mr. Murphy stated he believes that the additional impervious shown on the Village Market property would push the impervious limit beyond the allowable limit so he feels there would need to be an Application to the Zoning Hearing Board to seek relief, and Mr. Madden agreed.

Mr. Smith asked for the definition of signalization, and Mr. Geramo stated it would be a traffic signal with poles and mast arms. Mr. Smith asked if this would include timing, and Mr. Geramo stated this would be separate. Mr. Smith stated he does not want to see at this location what they have on the By-Pass and does not want to create more problems than they are trying to resolve. Mr. Geramo stated he is not sure about coordination of the signals, but the signal will force drivers to come to a stop, make a right, and then continue as opposed to using the existing spur as a cut-through, the signal would force people to come to a stop, make the right, and then continue. He stated he understands the Township and residents have had numerous complaints about truck traffic using this as a thoroughfare. He feels what is proposed will calm traffic. Mr. Murphy stated no one has looked at the idea of synchronizing this new signal with any of the signals at Highland and 532 or at Lindenhurst and 532, and Mr. Geramo agreed.

Mr. Murphy stated the three spurs at the top are accesses to the White farm in Upper Makefield. He stated all three driveways exist, and there will be a slight re-alignment. This would be the only improvement in Upper Makefield and everything else occurs in Lower Makefield.

Mr. Bruce McLish, Citizens Traffic Commission, stated the developer proposes to re-align Stoopville Road to form a "T" intersection with Washington Crossing Road and a signal will be proposed at the new intersection. The current westbound leg connecting Washington Crossing Road to Stoopville Road will be eliminated. The Veterans Cemetery also proposed to install a signal on Highland Road/Washington Crossing Road intersection. With the existing signal at Lindenhurst Road/Washington Crossing Road intersection, these improvements at Stoopville and Highland will result in three signalized intersections within a half mile segment on Washington Crossing Road; and to maintain a safe and uniform traffic flow in the area, they feel the signals should be interconnected and synchronized. He stated they understand that some of the \$500,000 in funding secured by Patrick Murphy was to be used for this purpose. He stated the Citizens Traffic Commission supports the proposed improvements at Stoopville Road/Washington Crossing Road; however, they urge the Board of Supervisors to take the following actions regarding the current intersection improvement plan:

- 1) Confirm improvements to the Stoopville Road/Washington Crossing Road intersection will include a signal interconnect to Highland Road intersection.
- 2) Have the developers add bike/pedestrian facilities to the portions of the intersection within Lower Makefield Township and along Washington Crossing Road to connect with the current bikepath that runs along Dolington Estates.
- 3) Request that Upper Makefield Township have the developers add bike/pedestrian facilities to their design to connect the White Tract development to the intersection of Stoopville Road/Washington Crossing Road.
- 4) Have the developers go through the Lower Makefield Township's Land Development and Zoning Variance process regarding the proposed driveway behind the Village Market. The Citizens Traffic Commission does not object to the proposed driveway.

Ms. Sue Herman, Citizens Traffic Commission, asked what needs to be done to accomplish coordination so that synchronization can be considered for the three intersections so that there is not a congestion issue and traffic will flow. Mr. Santarsiero questioned why they would want synchronization. Ms. Herman stated they would like the timing to be such that the speed is maintained at 35 miles per hour. Mr. Santarsiero stated this is such a short stretch of road as it is only a half mile. He stated he feels having unsynchronized lights would be a deterrent to a lot of traffic going through there. Ms. Herman stated they are trying to do a balancing act between congestion building up and this being used as an excuse that the road does not function versus the road flowing. She stated they support the "T" intersection which results in traffic calming. She stated the Newtown Township Board has indicated that they would like to keep the spur concept in, and the Citizens Traffic Commission does not support this. Mr. Santarsiero stated while he agrees with this, he would recommend they look into the synchronization further and discuss it with the traffic engineer. Ms. Herman stated their goal was that it be done so that traffic could travel at a slower speed rather than what it is now.

Mr. Dixon stated the developer is trying to get some direction on the concept of the lanes at the intersection and the access to the Village Market; and once the concept is decided upon, they can then get into the details as to what the traffic timing should be and whether or not the lights should be synchronized.

Ms. Virginia Torbert, Citizens Traffic Commission, stated the owner of the Market had a concern when he was at the Citizens Traffic Commission meeting about the entrance because the one leg of the intersection is going to be the main entrance to the Market; and he was concerned that there would be difficulty with traffic entering because of the location of the gas tanks and access by trucks, etc. She stated they had discussed possibly moving the leg over slightly, and Ms. Herman stated it has been moved over.

A representative from Toll Bros. was present and stated they had several meetings with the owner of the Village Market, and the Plan shown is the result of their discussions with him. Ms. Torbert stated this has resulted in going over the permitted impervious surface, and the Citizens Traffic Commission would be in favor of a Variance for this since it is a safety issue. The Toll Bros. representative stated they asked McMahan to design this with the least amount of additional impervious surface, and they did truck turning programming to see how small they could make the rear driveway and the additional area into the main entrance into the property; and this represents the least that they could do and still provide for adequate turning movements for trucks.

Mr. Murphy asked when it would be appropriate for the Board to give more formal direction to Mr. Dixon to be able to sign PennDOT Applications. Mr. Stainthorpe stated unless Newtown Township's comments are radically different, he would be in favor of what is proposed. Mr. Murphy stated Newtown Township's comments are radically different. Ms. Herman stated she was at the meeting at Newtown Township, and they wanted to keep the spur in which she feels is anti-calming, and Lower Makefield's traffic engineer at the CTC meeting assured them that the current configuration and right-turn lane allowed for the traffic to move and as long as the traffic can move, they do not want to encourage high speeds, and they want traffic calming. Mr. Santarsiero agreed and stated he feels the Plan being shown makes sense. Ms. Herman stated the signal issue should be reviewed before any final steps are taken. Mr. Santarsiero stated at this point they are only considering the design of the road; and Mr. Murphy stated assuming everyone is in favor, they need to move the design forward although not necessarily the synchronization at this point in time. Mr. Santarsiero stated he feels the Plan being shown addresses the issues they were concerned with. Mr. Murphy stated they will continue to work with the Township staff.

APPROVAL OF ORDINANCE NO. 378 PROHIBITING PARKING ON SUTPHIN ROAD BETWEEN YARDLEY-MORRISVILLE ROAD AND MOON DRIVE

Mr. Stainthorpe moved, Mr. Santarsiero seconded and it was unanimously carried to approve Ordinance No. 378.

INTRODUCE 2009 BUDGET AND MAKE IT AVAILABLE FOR PUBLIC INSPECTION AND MOTION TO ADVERTISE PRELIMINARY BUDGET

Mr. Brian McCloskey, Finance Director, was present to present the 2009 Preliminary Budget. He stated after several Budget workshops including participation by the Board, constituents, and Committees including the Citizens Budget Committee, they are proud to present the 2009 Budget. He stated the Budgeted revenues for 2009 total \$22.4 million and total expenses are \$24.8 million. Expenses will be funded by revenues and existing

cash balances. He stated there are several funds funded by tax dollars. He stated the largest is the General Fund and there are no tax increases proposed. He stated the Fire Fund is the only fund where they have recommended a small increase of 1/4 mill which will increase the millage in that fund from .65 to .90 and that increase is necessary to fund the volunteer Fire Department's increased expenses so they can continue to maintain the level of service that is provided to the Township. He stated there are no recommended increases to the Hydrant Fund, Park & Rec Fund, Debt Service, or the Ambulance Fund.

Mr. McCloskey stated there are three business funds one of which is the Sewer Fund where they are recommending a rate increase effective January 1 of 15% which will be the first increase if passed in four years. He stated they have recommended a 10% increase in Membership Fees for the Pool. This will be, if passed, the first increase in twelve years and is necessary due to increased expenses and repairs to an aging facility and new membership system which was put in place last year which resulted in increased costs. With regard to Makefield Highlands, Kemper Management will make a Budget presentation to the Board of Supervisors in December and are recommending a \$1 increase in green fees to non-residents.

Mr. McCloskey stated they are recommending the leaf collection fee be increased \$10 per year to \$40 and there is a small increase to the street light fund per linear foot charge of \$.26 from \$.22.

Mr. McCloskey stated the Summary Budget will be available at the Township Building tomorrow, and they will have it on-line by Friday.

Mr. Maloney moved and Mr. Santarsiero seconded to advertise the Preliminary Budget.

Mr. Zachary Rubin, 1661 Covington Road, stated he is a representative of the Residents Against Frankford's Relocation (RAFR) and apologizes for not attending any of the Budget Workshops. He stated RAFR had an organizational meeting last evening and passed a Resolution asking the Board of Supervisors to allocate to RAFR \$19,500 in the 2009 Budget for their struggle against the Hospital relocation. He asked how they could get this in the Budget and asked if the Board would support this. Mr. Stainthorpe stated Ms. Koehler made this request earlier this evening, and he stated he does not believe it is legal for the Supervisors to contribute to a fund such as this since the Board of Supervisors is the body ultimately empowered to approve or disapprove the project and he feels it would be viewed as prejudicial to make such a contribution to RAFR.

Mr. Rubin stated RAFT is looking to participate in the Zoning Hearing Board Hearings and they have legal expenses; and if the Zoning Hearing Board moves against the residents' position, they would be asking for some financial support. He feels the precedent was established with subsidizing BRRAM; however, Mr. Stainthorpe stated a

precedent was not established with BRRAM since there was no land development plan presented in that case on which the Board would have to rule.

Mr. Santarsiero stated approving advertisement of the Budget this evening does not foreclose the ability of the Board to make a change prior to approving the Budget; and the Board could consider whether it is legal for them to participate financially with RAFR and if so, whether they have the wherewithal to do that. Mr. Caiola stated as the Frankford matter goes forward, the Township is going to have Township representation which is a cost to the Township.

Mr. Truelove stated he has not done the research, but his initial reaction is similar to what the Supervisors have indicated primarily because the Township is already participating as a Party in the case and his firm is representing the Township and its interests and to pay an outside group would be a duplication although they do welcome the groups efforts.

Mr. Rubin stated they are anticipating the Zoning Hearing Board's granting the Special Exception – not to the Land Use which would come before the Board of Supervisors. He also stated that RAFR believes that even though the Township will be taking the same position as RAFR, they are a citizens group and have some different issues and can bring up different points particularly in the Appellant process, and he feels a precedent has been set in supporting citizens groups.

Mr. Smith stated while the Budget will not be voted on until the second meeting in December, he asked if it will be an Agenda item for the first meeting in December. Mr. Caiola stated it will not be put on the Agenda for the first meeting in December, but it could be brought up during Public Comment if residents have questions once they have seen it.

Motion carried unanimously.

APPROVE GRANTING EXTENSIONS FOR CINO-HARMONY LANE
SUBDIVISION, CINO/KRAMER LOT LINE CHANGE, FIELDSTONE 496-N –
HARRIS FARM, FIELDSTONE 549 – HARRIS FARM, GATHERINGS AT
YARDLEY

Mr. Santarsiero moved, Mr. Maloney seconded and it was unanimously carried to approve the following Extensions:

- Cino-Harmony Lane Subdivision – 3/07/09
- Cino/Kramer Lot Line Change - 2/19/09
- Fieldstone 496-N, Harris Farm - 3/31/09
- Fieldstone 549, Harris Farm - 3/31/09
- Gatherings at Yardley - 3/01/09

AUTHORIZE APPLICATION TO THE 2007 FEMA FLOOD MITIGATION FUNDING PROGRAM TO ELEVATE THREE HOUSES

Mr. Fedorchak stated this is a Grant opportunity that the Township staff recommends be taken advantage of. He stated approximately four months ago the Township received a \$680,000 FEMA Grant to elevate five homes, and those projects are moving forward.

Mr. Santarsiero moved, Mr. Maloney seconded and it was unanimously carried to authorize the Application for the Grant described by Mr. Fedorchak.

AWARD BID FOR 193 RIVER ROAD

Mr. Majewski stated with the \$680,000 Grant that the Township received for elevating homes along the Delaware River, they put one of the houses at 193 River Road out to bid. The Township received three bids and the lowest responsible bidder was Bass II Enterprises in the amount of \$195,000 for the base bid, \$46,000 for the alternate bid, and \$5,000 deduct alternate bid; and they would recommend that the contract for the base bid and the deduct alternate bid be awarded to Bass II Enterprises in the amount of \$190,000 subject to approval of PEMA and a reimbursement agreement between the property owner and the Township. He added that the Hazard Mitigation Grant Program will finance 75% of the eligible cost for elevating the home and the property owner will be responsible for the remainder of the costs.

Mr. Santarsiero moved, Mr. Smith seconded and it was unanimously carried to grant the award to Bass II Enterprises pursuant to the conditions outlined by Mr. Majewski.

APPROVE INCREASE TO IMPERVIOUS SURFACE FOR 1592 PAGE DRIVE

Mr. Majewski stated at the last meeting there was a discussion regarding an impervious surface issue at 1592 Page Drive. He had discussions with the homeowners and their contractor; and they agreed that if they installed an infiltration trench with an approximate cubic footage of 120 cubic feet, this would be sufficient to handle the extra impervious surface that is greater than what was allowed on the Recorded Plan.

Mr. Santarsiero moved, Mr. Stainthorpe seconded and it was unanimously carried to allow the additional impervious surface in the amount of 25.6% subject to installation of an infiltration trench with cubic footage of 120 cubic feet of volume.

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OTHER BUSINESS

Mr. Smith asked about the process for replacing Supervisor Santarsiero. Mr. Truelove stated they previously discussed that Mr. Santarsiero's resignation is effective after this evening's meeting, and the Township will then request that Applications be submitted by a specific date after which public interviews will then take place. It is anticipated that by the December 17th meeting, a vote would be appropriate to name a successor. If a majority of the Board cannot agree on a successor, there would be a fifteen day period for the Vacancy Board to act. If a decision cannot be reached at that point, the matter would go to Court. Mr. Smith asked if they have decided on a cut-off date for Applications to be submitted, and Mr. Fedorchak suggested accepting resumes until Monday, December 1. He stated a meeting is scheduled December 3 at which time they could begin to review the resumes and possibly schedule interviews the following week so that they can make the appointment the second meeting in December. Mr. Smith stated he feels the interviews should be televised.

There being no further business, Mr. Santarsiero moved, Mr. Stainthorpe seconded and it was unanimously carried to adjourn the meeting at 11:20 p.m.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Matt Maloney', is written over a faint, illegible stamp or watermark.

Matt Maloney, Secretary



Township of Lower Makefield

BOARD OF SUPERVISORS
Greg Caiola, Chairman
Steve Santarsiero, Vice-Chairman
Matt Maloney, Secretary/Treasurer
Ron Smith, Supervisor
Pete Stainthorpe, Supervisor

**NOVEMBER 2008 WARRANT LISTS AND
OCTOBER 2008 PAYROLL COSTS FOR APPROVAL
NOVEMBER 19, 2008 BOARD OF SUPERVISORS MEETING**

11/3/2008 Warrant List	\$ 189,277.75	
11/08 Manual Checks	109,967.04	
11/17/2008 Warrant List	528,455.33	
Total Warrants & Prepays		827,700.12
<u>PAYROLL COSTS:</u>		
October 2008 Payroll	400,271.52	
10/08 Payroll Taxes, etc.	181,848.75	
Total Payroll Costs		<u>582,120.27</u>
TOTAL TO BE APPROVED		\$ <u><u>1,409,820.39</u></u>

