

TOWNSHIP OF LOWER MAKEFIELD  
BOARD OF SUPERVISORS  
MINUTES – MARCH 28, 2018

The regular meeting of the Board of Supervisors of the Township of Lower Makefield was held in the Municipal Building on March 28, 2018. Mr. Lewis called the meeting to order at 7:35 p.m. and called the Roll.

Those present:                    John B. Lewis, Chairman  
   Fredric K. Weiss, Vice Chair  
   Kristin Tyler, Secretary  
   Daniel Grenier, Treasurer  
   Suzanne S. Blundi, Supervisor

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

PUBLIC COMMENT

Mr. Mike Brody, 509 Brookbend Court, stated after the storm a lot of the wooded open space is in bad shape. He asked if there is a plan in place as to how to resolve this. Mr. Greg Hucklebridge, Public Works Director, was present and stated they have their crews going out, and they are working first on the basin properties and making sure the bike paths are accessible. He stated they are trying to take care of a lot of the trees themselves; however, if they are too big, they will hire contractors. He stated in the woods, they let nature take its course.

Ms. Tyler thanked Mr. Hucklebridge, the Public Works Department, the Police Department, the Fire Department, which is a fully-volunteer organization, and the Emergency Services for all the work they put in throughout the two recent storms keeping our community safe.

Mr. Steve Beede, 336 Robin Hood Drive, asked about the timeline for the Snipes Tract development. Mr. Truelove stated they are still reviewing some of the aspects of the Court Order, and they will be discussing this further in the next few weeks about setting up dates for Hearings. Mr. Beede stated there are a lot of people in the Township who are very interested in this.

Members of Girl Scout Troop 202 that meets at the Makefield Elementary School were present to ask for a 25 mile per hour speed limit in front of the School which they feel would make it safer.

#### APPROVAL OF MINUTES

Ms. Tyler moved, Mr. Grenier seconded and it was unanimously carried to approve the Minutes of February 21, 2018 as written.

#### APPROVAL OF MARCH 5, 2018 AND MARCH 19, 2018 WARRANT LISTS, AND FEBRUARY, 2018 PAYROLL

Mr. Grenier moved, Dr. Weiss seconded and it was unanimously carried to approve the March 5, 2018 and March 19, 2018 Warrant Lists and February, 2018 Payroll as attached to the Minutes.

#### APPROVE AUTHORIZING THE ADVERTISING OF AN ORDINANCE AMENDING THE TOWNSHIP CODE RELATING TO THE GREEN BUILDING ORDINANCE

Mr. Grenier stated he is the Liaison to the EAC, and they have been hearing a lot about the Township's current Green Building Ordinance that was downgraded from a LEED Silver or Equivalent to a LEED Certified or Equivalent last year. Mr. Grenier stated what the proposed Ordinance will do is upgrade the Ordinance to LEED Gold or its Equivalent while also fixing some language to make sure that the Guidelines followed are the "latest and greatest." He stated the old Ordinance from two years ago followed LEED Version Two which was from 2009, and was already outdated when the new Ordinance came on. He stated the current Ordinance would technically be outdated now because the current LEED Guidelines are from January of this year. He stated different language would allow it to be more of an organic document where they could follow the current Guidelines. Mr. Grenier stated the only other change is to appoint the Green Building Administrator which is currently the Township Manager, and this would change that to either the current Planning & Zoning Director or someone else appointed by the Board of Supervisors. Mr. Truelove stated it would be the Director of Zoning, Inspections & Planning; but if the Board were to determine that for a particular project, it would warrant someone else with different expertise or knowledge, the Board could designate someone else in that circumstance.

Mr. Truelove stated tonight it is only consideration to authorize advertisement, and it is not to enact the Ordinance.

Ms. Tyler stated she had not been provided with a copy of this yet. She stated she did receive a draft at 7:15 p.m. during the Executive Session; however, it was the wrong copy. She asked that they defer this until next week so she can review the

proposed changes. She stated she does not feel they should authorize advertisement of something they have not actually seen. She stated she would like to review it, and she asked that this be Tabled until April 4.

Mr. Truelove stated there is no Motion on the floor so they could just defer it to the next meeting.

Dr. Weiss asked Mr. Grenier if the only difference between the two copies is the appointment of the Green Building Administrator, and Mr. Grenier agreed. Mr. Grenier stated the version that Ms. Tyler is referencing that she received this evening includes all the changes minus the appointment of the Green Building Administrator. Ms. Tyler stated the one she did receive this evening was provided ten minutes before they came into the meeting, and she does not feel they should rush into advertising an Ordinance they have not reviewed. She stated she does not know why it was not provided in the Board's packet so that they would have had an opportunity to review it. She stated she is an attorney, and she would like to review what they are going to advertise. Dr. Weiss stated from what he read between the two versions he has no problem advertising this since there will still be time to look it over and deliberate at the next meeting.

Mr. Lewis stated Ms. Tyler would still have the opportunity to make amendments, and Mr. Truelove stated if it was not a substantive amendment, it could still be enacted in the appropriate timeframe; but if there is a subsequent amendment, they would have to re-advertise it at a later time. Ms. Tyler stated there is no reason to rush this since the Township has no buildings "on deck," and she feels it is more important to follow proper procedure and protocol when it comes to enacting Legislation. She added she would rather vote yes on something she has seen rather than having to vote no on something that she has not seen.

Mr. Lewis stated he sees no reason why they could not advertise this although he is flexible. He stated he feels everyone knows the particulars of this Ordinance and the past history with it. Ms. Tyler stated it needs to be provided to the Board members. She stated it was on the prior Agenda as well, but it was still not provided to the Board members in this packet; and she was given an incorrect copy minutes before she came into this meeting. She stated she feels it would be irresponsible for any of the Board to agree to advertising an Ordinance they have not seen or reviewed. She stated she does not know if the other Supervisors had been provided a copy of the Ordinance prior to this evening.

As there was no Motion, Mr. Lewis asked Mr. Fedorchak to put this matter on the Agenda for next week and that the Ordinance be e-mailed out tomorrow to all the Board members. Mr. Lewis stated they would need a Motion to advertise or a Motion to Table. Mr. Truelove stated since there is no Motion on the Table; if they

decide they want to review this next week, they can just direct Mr. Fedorchak to put it on next week's Agenda. Mr. Lewis stated this is just an authorization to advertise, and everyone would have an opportunity to read it and make comments.

Mr. Fedorchak provided to the Board a copy of the proposed Ordinance at this time.

Dr. Weiss moved and Ms. Blundi seconded to approve authorizing the advertising of an Ordinance amending the Township Code relating to the Green Building Ordinance. Motion carried with Ms. Tyler opposed.

Ms. Tyler stated that on the copy she was just provided, the second page is illegible so she does not know what the other Supervisors have approved to advertise. She stated this is not the proper way to move Legislation forward, and all Supervisors should be provided copies of proposed Amendments in advance. She stated the Building and Zoning Director should also have been present to comment on the changes.

#### APPROVAL OF A TENT CONTRACT WITH OPEN AIRE AFFAIRS

Mr. Rodger Owen, Golf Committee, was present with Mr. Shannon Wilson from Open Aire Affairs. Mr. Fedorchak stated they have been working closely with Mike Attara on this. Mr. Owen stated Makefield Highlands is an outstanding Golf Course with over 41,000 rounds a year which is better than any Course in the area. He stated Mr. Attara, Spirit Golf, is responsible for that. Mr. Owen stated they are now looking for other sources of revenue, and one way to do that is to set up a wedding business. Mr. Rodger stated Mr. Wilson owns Open Aire Affairs in Newtown, and he does approximately 135 events a year using his tents and other venues so he is well experienced to accommodate a wedding business at Makefield Highlands. Mr. Owen stated the Golf Committee feels they can generate approximately \$70,000 for the wedding business. Mr. Owen stated most weddings take place on Saturday nights, and Saturday night is not a busy time at the Golf Course, and Mr. Wilson could help them generate revenue. Mr. Owen stated Mr. Wilson would sell, market, and conduct the weddings.

Mr. Fedorchak stated this is a five-year Agreement which they feel is a fair approach. He stated it is Mr. Wilson's intent to invest a great deal into the Course itself in the area that is relevant to the tent, and Mr. Wilson wants to expand, at his expense, the concrete footprint to allow for a larger tent which would allow for a larger number of wedding participants. Mr. Fedorchak stated they plan to do it later this year into 2019. Mr. Fedorchak stated Mr. Wilson has also suggested that certain improvements be made to the Manor House with an improved patio area and other amenities so that it would be an enhancement for weddings.

Mr. Fedorchak stated Mr. Attara had recommended some changes to the Fee Schedule, and Mr. Rodgers stated the changes Mr. Attara suggested were made. Mr. Fedorchak stated while those changes are not included in the Agreement that is before the Board this evening, they will make sure that those Fees are adjusted; and this was acceptable to Mr. Wilson.

Mr. Lewis thanked Mr. Owen for the work he has done on the Golf Committee in helping them derive new sources of revenue. Mr. Lewis stated Mr. Owen also approached three vendors before considering Open Aire Affairs, and Mr. Owen stated Open Aire Affairs was one of the three.

Ms. Tyler asked for a review of the salient points of the Agreement. Mr. Truelove stated they wanted to make sure that the Township and the Golf Course were protected from insurance and indemnification purposes, etc.; and they inserted provisions which were not objected to. Mr. Truelove stated the Golf Committee also weighed in with some suggestions which were incorporated as well. Ms. Tyler stated the Township is entering into a five-year Agreement with Open Aire Affairs to put on weddings at Makefield Highlands and will make certain upgrades. Mr. Fedorchak stated the Township will be receiving site fees for each event.

Mr. Owen stated there are three revenue streams depending on what the bride wants – one is the tent contract for which Mr. Wilson will pay the Township rent, another is alcohol for which the Township will take total responsibility, and the third option for the bride to select is the opportunity to have an after hours party from 10:00 p.m. to Midnight in the Club House with Mr. Attara setting up the ground rules for that option. He stated alcohol would be served for which the Township would benefit. Mr. Owen stated all three of those revenue streams are part of the \$70,000 he referenced.

Mr. Grenier asked how many people they could host at a wedding, and Mr. Owen stated their normal wedding is between 150 to 225. He stated they cannot put that many people in the 40' by 60' tent that is currently there which is why they want to expand it an additional 20' so they can get to their target of 175. Mr. Grenier asked if there was a 200 person wedding and the couple chooses an open bar and the after party, how much would that generate for the Township. Mr. Owen stated there would be a \$500 flat fee, and the rest of it would be up to Mr. Attara as to what he wants to charge. Mr. Owen stated he would estimate that for what Mr. Grenier is describing for that number of people it would be another \$250 to \$500. Mr. Owen stated Mr. Attara is coming up with a per person Fee for different levels of alcohol service; and he believes it will be between \$18 and \$25 per person.

Ms. Tyler moved and Ms. Blundi seconded to approve the Tent Contract with Open Aire Affairs as outlined this evening.

Mr. Mike Brody asked if there is a minimum fill rate they have to sell, and he asked if Open Aire is selling the events or is the Township selling the events. Mr. Wilson stated Open Aire Affairs will sell and manage the events. He stated they have a prospective number for each year of the five-year Contract. He stated normally it is twenty-five once they get started; however, for this year they have zero because everything they book is usually a year out. He stated they are helping out with the Golf Outings inside the tent this year. He stated they will start selling weddings for 2019.

Mr. Grenier asked if that is total weekends or total weddings and he asked if they would do weddings on Fridays, Saturdays, and Sundays. Mr. Wilson stated they will not book unless the Township agrees. He stated they may not be able to have a wedding on a Friday as the Golf Course may have something already going on. He stated Mr. Attara is going to try to make sure that Saturday nights are open to book weddings. He stated their main months are May and June and September and October. Mr. Wilson stated of the 140 weddings he has this year, he estimates that only 3 are on a Friday. He added that he is estimating 25 total weddings at the site.

Mr. Brody asked if they are pursuing weddings today, and Mr. Owen stated they do pursue them now. Mr. Brody asked if the Township was able to get 15 weddings on their own and take all the profits would that be more profitable than hiring Open Aire Affairs. Mr. Fedorchak stated they have not been too successful even though they tried, and the footprint of the tent does restrict them. Mr. Fedorchak stated he worked previously with Mr. Wilson when they entered into a similar Contract with Open Aire Affairs several years ago when the Township owned Elm Lowne, and Mr. Wilson took everything over, and the Township received certain funds. Mr. Fedorchak stated he worked closely with Mr. Wilson over those years and he managed that situation very well and was very responsive to any issues or complaints that came up, and he highly recommends Mr. Wilson for this Contract.

Mr. Lewis stated the Makefield Highlands Grill is available for parties and events.

Motion carried unanimously.

#### DISCUSSION AND MOTION REGARDING MAKEFIELD ROAD TRAFFIC STUDY

Mr. Phil Wursta, TPD, was present. He stated everyone has had the Study and ample time to review it, and he also had copies available this evening. Mr. Wursta stated they have been meeting with the Police Department as part of this process to see what they have done in the past, and they also looked at previous studies that were done by the School District and the Township along this section of road; and they are all referenced within the report. Mr. Wursta stated they also had a meeting with the CTC that two of the Supervisors attended.

Mr. Wursta stated the roadway geometry, road signage, street lighting, pedestrians, crashes, the roadway capacity, and speeds were all taken into account in the report. He stated the roadway geometry is a standard roadway with little to no problems associated with the geometry of the road. He stated the roadway signing needs to be upgraded, and a lot of it was faded. He stated they coordinated with Public Works and most of that is done or scheduled to be done. He stated there were some street lights out which have been fixed. He stated they counted pedestrians using video counting machines for all of the traffic counts for both pedestrians and vehicles. He stated they always quantify anything they do so that they know what the issues are before making recommendations.

Mr. Wursta stated they reviewed PennDOT and Police Department crash histories associated with the road, and they found that the crashes did not meet the criteria associated with problems associated with Makefield Road. He stated PennDOT looks for five crashes within a twelve-month period to determine a problem, and they also look at the causes of those problems such as driver impairment of other issues that are not related to the geometry of the road. Mr. Wursta stated along the whole corridor the most they had was in 2015 when there were three crashes.

Mr. Wursta stated they did traffic counts off and on through September as well as speed studies, and they determined the capacity of the road is fine; and the amount of traffic is suitable for that size road. He stated they also did speed studies which determined that the average speeds were between 37 and 41 miles an hour along that stretch of road which is the 85<sup>th</sup> percentile. He stated the 85<sup>th</sup> percentile speed is the speed at which PennDOT and the Federal Highway Administration base the posted speed limits on, and that is generally because that is what the drivers are accustomed to and feel comfortable driving. He stated it is also based on highway characteristics such as the road side clearances, sight distances, etc. He stated the current speed is 35 miles per hour, and they are recommending to maintain that as it is appropriate for Makefield Road as it stands. He stated the Federal Highway Administration software indicates a forty mile per hour speed limit be posted there, but they are not recommending an increase in the speed limit.

Mr. Wursta stated they did discuss some additional improvements at the CTC meeting to enhance the driver experience and effect driver behavior, but those are not included in the Report as the Report was done prior to the CTC meeting. He stated one of the ones they came up with was narrowing the travel lanes which would simply be paint adding a shoulder line. He stated narrowing the roads has a specific impact on speed. Installing portable speed signs was also noted, and studies show that when people are speeding and they see it, it can impact driver behavior; however he added that some drivers who are in a hurry are going to speed anyway and do not necessarily pay attention to those signs. Mr. Wursta stated they are also recommending upgrading lighting and signage along the corridor.

Mr. Wursta stated some long-term items they are looking at are installing curb and sidewalks on either side of Makefield Road as there is no place to walk. He added their counts show that there are not a lot of pedestrians; but there are two Schools on Makefield Road, and they feel having sidewalks or a trail system on that stretch of road along with ADA ramps and crossings would be something they should look into as a long-term improvement. He stated it will be an expensive improvement, and they feel it could cost \$2 million. He stated while a lot of right-of-way is there, there would be sidewalks on peoples' property, and the Township would require the residents to maintain those sidewalks so it is not an easy project to accomplish although they feel it should be considered for a long-term plan.

Mr. Wursta stated they would recommend stamped, asphalt crosswalks to highlight the intersections and perhaps raise them a little bit. He stated they also discussed raising the intersection of E. School and W. School at Makefield to highlight that area associated with the School. He stated a raised crosswalk would act like a speed table, and it will mildly impact speed in the vicinity, but the whole stretch of the road would still have a 35 mile per hour road.

Mr. Wursta stated they are recommending installing additional lighting as well as lengthening the School Zones. He stated particularly the one at Pennwood should be lengthened since the flashers are too close to the School to be effective, and they would recommend increasing the School Zones to make them longer. He stated they have 1,600 feet to use in front of each School. He stated that would be a mid-term improvement, and he estimates the cost to be \$100,000 per School Zone to move the standards and put up a flasher overhead.

Mr. Wursta showed a rendering of a cross section of what could be done on Makefield Road.

Mr. Wursta stated once the Board of Supervisors decides what they would like to do as far as short and long-term improvements, they would develop a timeline for the improvements; and they feel it would be prudent to have a plan in place for the short and long term.

Mr. Wursta stated he understands there has been a lot of discussion associated with the 25 mile per hour speed limit. He stated when something like this comes up the Board can have the Police do a report or the Township engineer; however, in this case the Township both did it as well as numerous other engineers who have looked at it over the years including the School District engineers. Mr. Wursta stated his Study was similar to all the data that was within those other reports. He stated the issue of 25 miles per hour is an emotional issue; however, if a speed limit is artificially reduced, not only is it not enforceable from a policing perspective, but it

also fosters “disrespect” for the sign/traffic control device. He stated there have been studies done that show that if drivers have disrespect for the device, they are inclined to go even faster than they would on an appropriately-signed roadway. Mr. Wursta stated studies show that if the road is more-reasonably posted, drivers are more inclined to obey that speed limit. Mr. Wursta stated for the way this road is classified, the lowest it can be posted is 35 miles per hour; and they would not recommend changing that speed limit from 35 to 25 unless something drastic was done to make people drive 25 miles per hour, and that would be something similar to the chicanes that are currently on Edgewood Road. He stated these measures would include speed tables, raised sidewalks, chicanes, islands, etc. and this would involve a significant amount of money even more than sidewalks and curbing. He stated all of these other improvements have other engineering aspects associated with them; and once they do some of them, they would need to include effective drainage, water flow, and other things. He stated these would be drastic improvements that they do not feel are really necessary, and would not need to be done immediately. He stated he is recommending that there be a long-term plan; and when the Township can afford it, as part of a Road Program as they have done in the past, they could add some of these measures to impact the quality of life for the residents along the road.

Ms. Tyler asked Mr. Wursta if he could explain in layman’s terms to the Scouts present this evening who asked that the speed limit be reduced to 25 miles per hour why this would not be feasible. Mr. Wursta stated while he appreciates their comments, a sign alone does not make people go 25 miles per hour, and that is not a speed that people normally drive even if the sign says it. He stated the more appropriate speed is 35 miles per hour which would give the Chief of Police the ability to give tickets to those who are going faster than that speed limit. He stated they are trying to set the speed so that it will be obeyed.

Ms. Tyler asked how the roadway is classified which requires a 35 miles per hour speed limit. Mr. Wursta stated it is classified as a community collector road, and it is made for lower travel speeds than on arterial roads. He stated it provides for penetration into neighborhoods and serves as a minor travel generator which includes local Elementary Schools. He stated the PennDOT standards show that it should be 35 miles per hour. He stated the Vehicle Code indicates that it should be within the 85<sup>th</sup> percentile. Ms. Tyler stated the prior studies were all consistent with what Mr. Wursta has advised this evening, and Mr. Wursta agreed.

Ms. Tyler asked if they wanted to lower the speed limit what steps would the Township have to follow in order to do so. Mr. Wursta stated they would have to change driver behavior to get the 85<sup>th</sup> percentile speed within the 25 to 30 mile an hour range. He stated they would have to do something to make people drive slower on that road. Chief Coluzzi stated they would also need to do an additional

engineering study to show those facts, and then they would be able to substantiate the lower speeds through the 85<sup>th</sup> percentile, and then make a recommendation for the 25 mile per hour speed limit. Chief Coluzzi stated if the facts do not substantiate from the engineering study that 25 miles per hour is warranted, and they changed it anyway to 25 miles per hour, that would be unenforceable by law enforcement to issue any type of citation on the roadway.

Ms. Tyler asked what else was discussed at the Citizens Traffic Commission that was not discussed this evening. Ms. Virginia Torbert, CTC, stated she realizes that the mandate was to study the road; however, the most important thing to the CTC and the residents is that they are talking about an Elementary School, which is the only Elementary School in Lower Makefield that has a 25 mile per hour speed limit in front of it. Ms. Torbert stated they do need to bring the speed down, but the Citizens Traffic Commission is not advocating that the entire length of Makefield be lowered to 25, and they are just talking about the School Zones and maybe a little further. She stated the idea is to lower the speed of the traffic so that there is more compliance when the flashers are on, and the traffic will then go 15 miles per hour. She stated she agrees that it is not enough to just put up a sign, and most of the discussion they had revolved around raising the profile of the School so that drivers realize that they are driving through a School Zone. She stated they feel there should also be reflective tape on the roadway that says "School Zone" in both directions. She stated they should also raise the profile of the crosswalk and have flashers on the speed limit signs as well as warning signs that the speed limit is going to go down to 25 miles per hour.

Ms. Torbert stated she does not have a problem with the traffic study although she feels some of the number are unrealistic because it was a six-day study, and School was only in session for four of the six days. She stated even so it still indicated that the 85<sup>th</sup> percentile is close to 40 miles per hour, and they need to bring that down. She stated if Makefield Road did not have an Elementary School on it, she would not feel there was a justification for this. She stated the flashers are only on in the morning and afternoon, but there are also after-School activities and night time activities. She stated while the roadway might be a collector roadway, the lanes are already narrower than a collector roadway; and in many places there are no shoulders which is not recommended for a collector roadway. She stated there are 5,000 to 6,000 cars a day, and she feels a lot of that traffic is arterial in nature; and while much of it is going to the School, a lot of it is also just cutting across from Edgewood to Stony Hill.

Ms. Torbert stated the CTC feels the speed limit should be lowered to 25 just in front of the Schools and right now they should do the reflective tape and more flashers so that they can enhance the profile so that drivers get used to slowing down. She asked that they take into account that this is in front of an Elementary School.

Dr. Weiss stated he was at the January CTC meeting; and while he understands the scope of the study as it was given to Mr. Wursta by the previous Board, he feels that they came to the understanding that it did not matter that it was a 35 mile per hour road, and the will of the Township is to get traffic to go 25 miles per hour. He stated he feels they need to make a plan to make that a reality. He stated he feels they should come up with good short-term strategies to motivate drivers on Makefield especially around Makefield School to go slower. He stated the CTC mentioned a few ways that they can do it, and he asked Mr. Wursta to remind the Board what the short-term methods would be to slow traffic down.

Mr. Wursta stated just because the study showed that it was appropriately signed does not mean that he is not in favor of trying to get people to go slower; however, he wants to be able to do it within the framework of the law. He stated the first method would be paint so that they reduce the lane width which would help. He stated they should also work on the School Zones, and the Pennsbury School District could help the Township with increasing the size of the School Zone particularly at Pennwood. He stated they could also make the 15 mile per hour speed limit flashers more prominent to drivers so they know when they are entering a School Zone. He stated this could be done relatively quickly, and they would not need any right-of-way for that, and they could get a verbal approval from PennDOT for this and have it done by the maintenance contractor.

Mr. Wursta stated they also discussed raising one or two crosswalks. He stated this would involve ADA; and there is no receiving or landing areas anywhere along that stretch of road. He stated they could have a pilot project raising the intersection and that would raise the visibility that Ms. Torbert discussed. Mr. Wursta stated he feels despite what the sign says, some people will drive the speed they want to drive, and the Police cannot be there 24/7 issuing tickets. Dr. Weiss stated if the road is designed for people to travel 25 miles per hour, it would no longer be an issue. Mr. Wursta stated if they can change driver behavior, it would be safer for everyone.

Mr. Wursta stated they could amend the study with the specific determination of what it would take to reduce the speed limit to 25 miles per hour recognizing that they would have to do it in steps. He stated for some of the improvements he has just mentioned, they would not need a study to do them; and they could just do them. Mr. Wursta stated the PennDOT mandate is 35 miles per hour on non-Residential streets, and 25 miles per hour on Residential streets, which are subdivision-type streets unless there is a traffic study done to show that it is appropriate to lower the speed.

Mr. Lewis asked what short-term recommendations they have done so far. Mr. Wursta stated some of the signs have been replaced and some of the street lights have been changed. Chief Coluzzi stated they did some LED changes in the light bulbs, repaired some street lights, and freshened up some signs. Chief Coluzzi stated they need to add additional street lighting, make sure all the bulbs have been changed to LED, and they need to do an evaluation of the street signs to make sure they are all freshened up and up to PennDOT standards.

Mr. Lewis stated there is a fair amount of work to do on the short-term recommendations, and he believes that all the Supervisors and the Chief are in support of the short-term recommendations. Mr. Lewis stated with regard to the medium-term recommendations, they should have a discussion about prioritizing those items. He stated he feels there is an opportunity to potentially lengthen the School Zones and get the safety value of reduced speeds around the School during School times. Mr. Wursta stated the School Zone issue is clearly one that they feel could be done now independent of the 25 mile per hour speed limit. Mr. Lewis asked how much benefit they would get from extending the School Zone, and Mr. Wursta stated the report shows that they do not really have safety issues associated with the road that are out of character; however, it would be a quality of life issue and an improvement to safety by reducing the speed limit to 25, and a good place to start would be the School Zone since that is enforceable. He stated making better signs showing 15 miles per hours at the School Zones would make a difference. He stated he would not be able to say that it will decrease accidents since they have not had too many, and most of those occur during off-School hours.

Mr. Lewis asked if Mr. Wursta feels they should target that first in terms of the medium-term items, and Mr. Wursta agreed since it heightens the awareness of the School. Mr. Lewis stated he agrees. Chief Coluzzi stated before they lengthen the School Zones which involves moving the lights in either direction further down they need PennDOT's approval since even though it is the Township's roadway, anything that involves a School Zone requires PennDOT's approval so this will be harder to do. He asked if the School Zone could be lengthened without moving the lights and just installing additional signage beyond the lights, and Mr. Wursta stated he recommended School signing ahead of those lights as well as some other improvements they could do fairly easily such as narrowing the lanes. Mr. Wursta stated they could talk to PennDOT but it is also a cost issue as it is approximately \$75,000 to \$100,000 per School Zone to make these improvements; and if they do one, they should probably do the other as well. Chief Coluzzi stated he agrees with Ms. Torbert that they need to do the reflective paint, and they also need to narrow the lanes. He stated he does not want to designate anything as a bike lane as that would create a danger at this point. Chief Coluzzi stated he also feels the raised

crosswalks are an issue that need to be addressed, and suggested the installation of some rumble strips along the road when you get close to the School Zone although not too much as it is noisy for the neighbors. He stated with regard to lengthening the School Zones, they should consider this; but the other items need to be put in place and then evaluate them first. He stated they would then do more improvements if needed along the way.

Chief Coluzzi asked Mr. Wursta if he agrees that almost all of the short-term methods should be implemented, and Mr. Wursta agreed. Chief Coluzzi stated the raised crosswalks in the long-term should be implemented; and then they will study it again to see what improvements, if any, have happened. He stated if there have not been improvements, they would be forced to lengthen the School Zone areas.

Mr. Lewis stated he feels they should proceed with all of the short-term recommendations including reflective paint and everything that came from the CTC, and then the raised crosswalks this summer. Mr. Lewis stated they would then evaluate this before they consider lengthening the School Zone. Chief Coluzzi stated they could add some additional signage, and that would be okay with PennDOT as long as they are not moving lights. He stated with the additional signs, they would be trying to lengthen the School Zone that way which would put drivers on additional notice of the School Zone.

Ms. Torbert asked if they need any special permission from PennDOT for the reflective tape on the roadway. Mr. Wursta stated they can say they are just freshening up what is already there, and they could probably even advise PennDOT about the installation of the signage. Mr. Wursta stated he feels this would just be considered maintenance. Ms. Torbert stated after hours she feels there is a tendency to ignore the signage; however, if you see it on the street and it is reflective, it will probably effect driver behavior. She asked that they do anything they can to enhance the profile in the short term.

Ms. Torbert asked if the “Your Speed” sign could be put there permanently. Chief Coluzzi stated while he would be willing to purchase additional speed trailers and put them at that location, a permanent speed trailer tends to be ignored after a while especially for those using the roadway all the time. He stated they are effective for the short term and they can move them around other problem areas in the Township.

Mr. Lewis stated he feels the reflective tape will make a huge difference at night as well as the other methods discussed as first steps.

Chief Coluzzi asked Mr. Wursta to do an evaluation of the intersecting side streets around the Schools to make sure there is a clear line of sight or if there is anything that needs to be repaired on the roadways. He also asked him to look into additional signage as traffic enters Makefield Road from the side streets. Mr. Wursta stated he can do that. He stated the side street signage for entering the School Zone is sub par.

Mr. Wursta stated while one thing might not make a difference, collectively all these small things should help, and then they would be building up to possibly doing the raised intersection. He reminded everyone that they already have an enforceable 15 mile an hour speed limit in the School Zones, and these other recommendations will help get the drivers down toward the 25 miles per hour.

Chief Coluzzi asked if a pad on either side of a raised crosswalk would be sufficient to satisfy ADA regulations, and Mr. Wursta stated he will have to look into that. Mr. Wursta stated if they raise the crosswalk, it would be asphalt or some other ornamental material. He stated they could also have the reflective tape in the crosswalk or lighted crosswalks. He stated those are actually used in areas where there are a lot of people crossing the street; and they do not have that many at this location, especially in the evening. He stated it would enhance the visibility of the road and make the driving experience different. Chief Coluzzi stated since the School District is also concerned about this issue, there should be a buy in from the School District as well. He stated the School District is reacting to a lot of complaints and concerns from residents and from the School itself, and the School District should be brought into this and help the Township in some way. He added at night time when they have different events at the School, they should make sure that the School security is out there; and the Police Department has already given them permission to allow School security in the roadway.

Mr. Grenier stated he was at the CTC meeting as well. He thanked Mr. Wursta for going above and beyond the original scope of the work to address some of these concerns. Mr. Grenier stated he feels it is important to review the short-term versus long-term issues. He stated the School District is concerned, and they did get a letter from the Superintendent supporting some of the fixes. Mr. Grenier stated he feels the School Zones are short in the area. He stated he feels they should extend the School Zone and provide a physical transition to make sure once a vehicle approaches the School Zone, they are already slowing down and not slamming on the brakes going from 35 to 15. Mr. Wursta stated he could cost that separation out and still not remove the short-term improvements. He stated he did recommend the School signs ahead of the School Zones, and they would then look at a Phase 2 to pull the flashers back to make the School Zone larger.

Mr. Grenier stated when he does these types of studies, he tries to consider that while they do not necessarily count a lot of pedestrians crossing the street at certain times of day, sometimes it is because the pedestrians already know that this is an unsafe situation; and if the condition were improved for pedestrians to cross the street, they may see an increase in pedestrians. Mr. Wursta stated he agrees that will happen.

Mr. Grenier asked Mr. Wursta if he has had an opportunity to provide a cost for each of the short-term fixes, and Mr. Wursta stated he would still have to do that. He stated some of them are maintenance items. Mr. Wursta stated the costs to consider for the short-term fixes apart from the flashers would be the rumble strips, the School Zone paint, adding signs to the side streets, clearing any sight distance issues, and adding the School Zone signs. Mr. Grenier asked if he would include the raised crosswalk in that, and Mr. Wursta stated they would need to consider this further and the ADA ramps which could cost \$6,000 a corner. He stated if they raise the road, they would also have a water barrier so they would need to consider that. He stated they may consider first putting in the reflective paint, and next summer consider putting in the ADA ramps and raise the crosswalk. Mr. Grenier asked if he would consider narrowing the road with the striping a short-term fix; and Mr. Wursta stated he would, and it is just adding an edge line. He stated having more paint on the road will help although it is not going to get them from 40 miles an hour to 25 miles per hour, but it will get them down a few miles an hour.

Mr. Grenier stated he would be very interested in the potential to transition over some length from 35 miles per hour to 25 miles per hour over some length permanently in front of the School, and then transitioning back to 35 miles per hour after the School and having an extended 15 miles per hour School Zone. He stated he believes that the Superintendent in his letter asked for a time extension as well as a length extension. Chief Coluzzi stated he asked for a length extension as well as a speed reduction. Chief Coluzzi stated he believes that there is a requirement that if you are changing the speed on a roadway, there has to be sufficient distance between the change and the speed; and he does not feel they have that distance on Makefield Road, and there would be three different speeds on the roadway which he does not feel would be practical. Mr. Wursta stated if you reduce the speed at Makefield Elementary you should just reduce it for the rest of Makefield. Mr. Grenier stated at the CTC meeting they discussed potentially amending the report to provide an alternative analysis as to what would be the impact changing parts of the road or all of the roadway to 25 miles per hour. He asked Mr. Wursta if he has considered what the limitation would be to doing that, and Mr. Wursta stated even without a study he can still advise that if you are coming past Pennwood going 40 miles per hour, and you have a 25 mile per hour speed limit, even with these changes, it might not be enough; and it will not change driver behavior if they realize that a quarter of a mile down the road, they can go 40 miles per hour.

Mr. Wursta stated he feels they are trying to effectuate a change all the way around. He stated it is not just at the School where people are driving 35 to 40 miles per hour, and they are doing it mid-block where there are also children. He stated the School Zone can be enforced at 15 miles per hour, but elsewhere on the street is just as important. He stated he feels if they can come up with some ways to reduce the speed in front of Makefield School to 25 by the time they would transition them back, they would almost be at Pennwood, so they should just do the whole road. Mr. Grenier stated it seemed that the Chief did not feel that would be enforceable if the entire road were 25 miles per hour. Chief Coluzzi stated in order for it to be enforceable the traffic study has to warrant it, and the current traffic study does not. He stated if they were to do another study with the facts to substantiate a lower speed, they would reduce the speed and it would be enforceable; however, that is not the case here now. Mr. Wursta stated he is not saying the improvement is not a good one to do, but they could not sign it that way. He stated they could raise the crosswalks and see how people react there, and if they are down to the threshold, they could sign it at 25 miles per hour.

Mr. Grenier stated they could do all of these short-term improvements which should slow the traffic down as drivers would not want to hit a raised crosswalk at 35 to 40 miles an hour; and once that takes effect, Mr. Wursta could do another study to show the effect this is having with cars going 25 to 30 miles per hour, and they would then have data to show that they could lower the speed limit to 25 miles an hour; and Chief Coluzzi stated at that point they would do it, since they would have a legal basis to do it. Mr. Wursta stated with some of the short-term items, they may be able to legally make the speed limit 30 miles per hour, and Mr. Grenier agreed.

Ms. Blundi stated she does not feel the CTC is recommending 25 miles per hour for the whole road. Ms. Blundi stated with the construction at Pennwood, there has been a big change in the way traffic comes off and on Roelofs; and it is a fairly blind turn there so she is happy to hear that they are addressing the safety at both Schools. She asked if there is more they should be doing at other Schools as well such as painting and replacing bulbs, etc., and she feels this is something that they should explore.

Ms. Marianne Carroll, 13 E. School Lane, stated she lives in a “dangerous neighborhood,” and she is extremely disappointed tonight with some of the comments made and is frustrated with a “flawed traffic study.” She stated she wants to hear that they are going to reduce the speed on Makefield Road tonight to 25. She stated she does not feel that since she moved here five years ago that there is a commitment to traffic calming and making it a number one priority. She stated she does not care about dog parks or the Community Center, and she cares about living in a safe neighborhood where her child will not get hurt. She stated there are numerous flaws in the traffic study, the first one being the assumption that the

speed limit on Makefield was never 25, and that is incorrect as it was 25. She stated two years ago she submitted a public information request because she had seen on the Township site that the speed was already 25 on Makefield Road. She stated the information she got back from the Township Administrative Assistant was that the Ordinance had never been altered, but twenty years ago the speed was changed from 25 to 35 so it has been 25 in the past so that is the first error in the report.

Ms. Carroll stated the second error in the report relates to the configuration of where the entrance to Makefield Road is, and the configuration of the ten traffic patterns that occur in that spot were never taken into consideration when looking at a possible speed adjustment. Ms. Carroll stated they have to apply common sense, and the reality of the statistics in the traffic study do not demonstrate what is actually going on at Makefield Road. She stated for 180 days of the school year, ten buses come into an extremely difficult tight turn into Makefield School and go out again which is forty times a day that a school bus enters and exits the School. She stated this is combined with the number of parents who come in and out of the School each day which is 16,200 times that a school bus or a car can hit one of incredibly dangerous, speeding drivers going past Makefield School.

Ms. Carroll stated there is also an assumption that there is not an accident problem on Makefield Road because one accident in front of the Elementary School is too many. She stated she knows of at least three that have occurred within sight distance of the Elementary School. She showed a picture of a car that was in an accident three years ago in the morning, but two hours later, the car would have collided with a School bus. She stated the data in the traffic study is incorrect, and she wants to talk about political will. Ms. Carroll stated all they have to do tonight is say that they want to lower the speed limit on the entire length of Makefield Road, and they do not need “to get caught up in the data.” Ms. Carroll stated this is a Township Road so PennDOT will not oppose them lowering the speed of the road. Ms. Carroll stated while they can talk about a twenty-year plan, by that time her child will be thirty-two; and she is concerned about what the Township is going to do thirty days from now, six months from now, and twelve months from now. She stated while “reflective tape is great,” it will not change the quality of life in her neighborhood, and they have to have a lower speed limit, move the length of the School Zone and the time of the School Zones. She stated the School Zone in front of Makefield is an hour and fifteen minutes less than the School Zone in front of Pennwood. She stated these are all simple changes, and all that is required is a call to PennDOT advising them that they want to extend the time of the School Zone; and the Chief just has to file a Permit. She stated they can do that tomorrow.

Chief Coluzzi stated he agrees that they have to extend the time of the School Zone in front of Makefield.

Ms. Carroll stated the worst decision she ever made was moving here, and she has never felt safe in her neighborhood for one day. She stated 550 cars come past her house a day as shown in the traffic study which was done four years ago; and the Township at that time decided to ignore the recommendations of that traffic engineer. She stated since they ignored the suggestions of that traffic engineer, she suggests that they ignore the recommendations of this traffic engineer and make Makefield Road 25 now. Ms. Carroll stated other communities in Bucks County, Mercer County, and across Pennsylvania and New Jersey are extremely proactive with regard to traffic calming. Ms. Carroll asked who cares that the speed limit in front of the Township Building is 25 adding very few people cross over that road unless there is a big softball tournament.

Ms. Carroll stated she realizes that they are not going to get sidewalks on Makefield Road, but she is concerned about what they are going to do today. She stated she heard that it would cost \$100,000 to extend the School Zones, but she does not feel that is a realistic number because all they are talking about is electricity and time.

Ms. Carroll read the Superintendent's letter adding that she understands the Board has received a copy of the letter.

Ms. Carroll stated even if they assume the traffic study is correct, which it is not, they should not allow drivers to go 41 miles an hour on average going by a school. She stated Makefield Elementary School is the closest to the roadway compared to any of the other Elementary Schools in the District yet they have a 35 mile per hour Zone. She stated they need to lower the speed limit, paint the street, and raise the crosswalks. She stated she has also heard someone say they should "put up streamers and balloons," and anything that will reduce driver speeds. She stated she is frustrated listening to the Board's decision making before they have listened to the public dialogue. She asked the Board why they got elected to public service if they are not assuring the public's safety. Ms. Carroll stated they should not dismiss the fact that reducing the speed limit will not have value. She stated they should also not assume that the speed study is correct because she disagrees with the findings.

Dr. Weiss thanked Ms. Carroll and apologized for the Board if she feels that the Board does not have the political will to lower the speed limit on Makefield because that is not the case. He stated they will lower the speed limit to 25 miles an hour. Dr. Weiss stated Mr. Wursta has echoed what the Superintendent and Ms. Carroll have said. Dr. Weiss stated they need to have a road map to get to where they want to be, and that was the Board's dialogue with Mr. Wursta and at the CTC meeting. He stated no one wants to have an unsafe situation, and he added he lives three blocks away and has traveled Makefield Road for over forty years. Dr. Weiss stated they are going to get this done, adding he wished it had been done years ago.

Dr. Weiss stated he and this Board had no control over this study, as it was a previous Board; and unfortunately the pretense of the study was to get the answer that Ms. Carroll got today from Mr. Wursta, and that is not what they want. He stated this is what they paid for, and this is what they got. He stated they raised some new questions as to what it would take to limit the speed limit, and they got an answer; and they have short-term, medium-term, and long-term solutions. He stated they will have a priority as to how they will phase this, and they will start it as soon as possible. He stated the Board does not want to see another situation like they had last year. Dr. Weiss promised that this Board will do what it takes to get those goals made, and money is not an object when it comes to the life of a child.

Mr. Mike Brody asked if they could have a speed limit of 25 from 9 to 4 or 5; and Chief Coluzzi stated that would not be practical because you need a sufficient distance between speed limit signs when you reduce or raise speed limits, and they do not have that distance along Makefield Road. He stated it is also “frowned upon” from a PennDOT and traffic safety standpoint to have three different speeds along such a short stretch of a roadway. Mr. Brody noted a road in Phoenixville where that does occur. Mr. Brody stated with regard to the Homestead intersection where the accident occurred, he feels while the victim could have done some things better, he feels a driver should have been able to see the victim miss the stop sign and drive into the road; and if they were going 41 miles per hour which would be legal, they would not have been able to stop. He asked if there is something dangerous at Homestead Road, and Chief Coluzzi stated they have asked Mr. Wursta to evaluate not only Homestead but all of the roads that intersect Makefield. Mr. Brody stated on Roelofs Road going northbound toward Makefield, there is a right lane for turning right and a left lane for turning left, and they have the white lines designating where you are supposed to stop. He stated the left lane line is about 2’ back from the right lane line. He stated if you stop on the line and look to your left, there are two very wide trees so you have to pull through the intersection a full car’s length past the line to be able to see. He stated whatever traffic study created that intersection “was a joke.” Mr. Brody stated if they put signs up and even if they are not enforceable, if there are Police on the road, people will know. Mr. Brody stated they cannot put sidewalks in everywhere, and they have to lower the speed limit.

Ms. Julie Macguire, 2000 Makefield Road, stated she has been before the Board previously discussing the difficulty of walking her daughter to School. She stated one aspect of the study which she feels was skewed was the placement of the counters as they were next to an intersection, so when you stop at the intersection to turn, you would only be going 5 to 10 miles per hour so that reduces the average speeds they were showing in the study. Ms. Macguire showed a picture taken in February of the pedestrian stanchion that had been “mowed down” around 9 a.m.

She stated they are designed to pop back up if someone hits them, but it was broken enough that it did not do so. She also showed a picture of another stanchion to the south of the Makefield Elementary crosswalk which has been knocked into multiple times. She stated people are driving distracted, speeding, drifting over the line, and they do not see the crosswalks. She stated they do not see the Crossing Guard when she is waving her stop sign. She stated she understands just posting the speed at 25 is not going to change behavior, and she feels a lot of things need to change to change driver behavior since people are in a distracted state looking at their phones instead of paying attention. She stated there are some law-abiding citizens; and she feels if the speed limit were lowered to 25, some people would pay attention to it, and those behind them would have to go 25 as well. Ms. Macguire reviewed figures with regard to stopping distances being reduced when you have lower speeds and the impact on fatality rates which she has previously raised before the Board.

Ms. Alison Tesco, 5 E. School Lane, stated she moved there in August with two young children who like to walk after dinner; and they were disappointed to find out that when you approach Makefield Road, the cars do not stop. She stated she appreciates the discussion about lowering the speed limit when the children are in School; but the community also uses the street and wants to cross, and they should address the speed outside of the regular School times. She stated she is also glad to hear that they will look at the roads approaching Makefield since E. School Lane is a cut through from Yardley-Morrisville to Makefield and cars speed down E. School Lane to the point where they do not want their children to play in the front yard. She asked that they consider traffic calming on E. School Lane as well.

Ms. Judy Browser, 558 S. Dove Road, stated she feels changes need to be made with the speed on Makefield Road since she is the School crossing guard at Makefield Elementary. She stated she has been a School crossing guard for ten years; and was previously on Edgewood Road for three years. She stated Edgewood Road's speed is 25, and she asked why Makefield would be 35 since Makefield Road has two Schools. She stated directly in front of Makefield Elementary, there is a 35 mile per hour speed limit sign; and if a driver misses the small blinking lights for the School Zone, the next thing they see is the 35 mile speed limit sign in front of the School. She stated the School sits back from the road and is not easily recognized as a School and a lot of cars speed by. She stated a study of the speed was taken in the fall; and she was there during School time, and a Police car sat visibly during this period, and the cars slowed down when they saw the Police car, and she feels this would mean the study is flawed, and it does not show the true speed cars are going every day. She stated this Tuesday at least five cars were going 40 to 50 miles an hour, and she made some of them stop by stepping out and waving her stop sign. She asked the Board members to sit with her for one day particularly on a Friday when the cars are traveling particularly fast. She stated radical changes need to be made with

regard to the speed. She stated the Police Officers give her whatever help they have time for, and when they are there, things improve; however, they cannot be there all the time, so the speed needs to be lowered.

Mr. Scott Kieley, 2004 Makefield Road, stated he lives diagonal to the School, and he does not feel the traffic study took a lot of things into consideration. He stated he has seen the crossing guard having to wave her sign and that does not show up in a study.

Ms. Alina Marone, 824 N. Lafayette Avenue stated she is a Falls Township resident, and her children attend William Penn and Makefield Elementary. She stated for the past six years she has been driving her children to School from time to time and has witnessed things that she does not see anywhere else. She stated she lives on a “notorious cut street” in Falls Township, and she does not have a single speed limit sign on her street, but people drive more responsibly there than they do in front of the Schools. She stated she has been so concerned about what she has seen that she has taken the time to drive around to the other Schools, and there is something about the sight line at Makefield so that it is not as evident as the other Schools. She stated the 35 mile per hour sign in front of the School is definitely a problem, since if you miss the 15 mile per hour “blinkers,” you think the speed limit in front of the School is 35; and by the time you realize it is an Elementary School, you are already driving 35. Ms. Marone stated she “honks” and flashers her high beams at anybody driving over the speed limit, and she also follows them. She stated she will also drive on Makefield Road “and set the pace” with her flashers on. Ms. Marone stated she agrees with Chief Coluzzi that the problem is driver behavior, and they have to change that behavior. She stated the people who speed will “take no heed of this.” She stated she believes the signage at Makefield is poor compared to the other Schools, and you cannot see Makefield in your peripheral vision. She stated you also cannot see the double lines down the middle of the road. She stated in order to change people’s behavior, they need to change the signs; and she knows that the local residents want 25. She stated many drivers are distracted or too old to be driving, and they are not going to be able to change that. She stated she wants people to sense that there is a School there. Ms. Marone stated she has contemplated putting a “garden hose” across the road at the beginning and the end of the School Zone so that people will feel this and pay attention. She also suggested red and blue blinking lights on the back of the 15 mile per hour blinking signs as you pass them so that people will think there is a Police officer behind them. Ms. Marone stated the driving on Makefield Road in the morning is the worst she has seen of all the areas where she has lived. She stated she has stood in the middle of Makefield Road and made the cars stop. She stated there needs to be a change.

Mr. Grenier stated there are a number of things he feels that they can do immediately and some within the next thirty days. He asked if Mr. Wursta could list the immediate items he feel they could do which they discussed tonight. Mr. Wursta stated he feels thirty days could be difficult. He stated he feels they could have the yellow School signs as you approach the School in front of the School Zones. He stated they could also do center rumble strips, the double yellow down the center, lane rumble strips, lengthening the School Zones, lengthening the time of the School Zones, reflective tape, paint as well as reflectors, narrowing the lanes with reflective paint/reflectors, and evaluating the side street sight distance. He stated they should come up with a plan regarding raised crosswalks and the impact with ADA, and come up with a plan for improved street lighting. He stated the side street School Zone signage is poor. He stated there are no flashers, and there are 15 mile per hour side street School Zone signs that could be installed. He stated they could also consider raising the intersection which goes with the raised crosswalk situation. He stated another item noted that they could look at is side street traffic calming if appropriate, adding that generally on the side streets, you are coming to a stop so the speeds are not as great in the vicinity of Makefield Road; although further down on the side streets, it might warrant investigation. He stated they could move the 35 mile per hour sign that is in front of the School, and Ms. Tyler stated that sign should be removed.

Mr. Wursta stated Makefield is an old neighborhood school which blends in with the neighborhood versus the other schools. He stated one thing that has been done elsewhere but has not been done here is that banners have been put up across the street announcing certain items, and there might be an opportunity to do that along Makefield although you would not want to draw so much attention to the banner that drivers would not be paying attention to their driving. He stated it seems part of the problem is that they need to heighten the awareness of the School.

Mr. Grenier stated it sounds like almost all of the items on Mr. Wursta's list they could do immediately. He stated the ones that they could not do immediately because they would involve some study and design are the raised crosswalks, raised intersections, and moving the School flashers. Mr. Wursta stated with regard to moving the flashers, that would involve materials and PennDOT Permitting. He stated the maintenance contractor would have to go out and dig the foundation, order the poles, have PennDOT inspections, etc. and that would take at least 90 days. Mr. Wursta stated they should prioritize the items they want to do and assign them to a contractor to get some of them done.

Mr. Wursta stated the rumble strips are historically an issue since once they go in people who live near them do not like them because of the noise. He stated directly in front of the School, it might not be too bad; however, you want to have them

installed before you get to the School so that it makes the drivers aware of them and makes it an uncomfortable road which is a deterrent. Mr. Grenier stated that would be part of the “tool kit.” Mr. Grenier stated they have heard from everyone that they want a speed limit of 25, and the “tool kit” is an effort to get there or very close to there as well as enforcing the 15 and extending that during the School time period.

Mr. Grenier stated there were comments made that they could change the speed limit to 25 tomorrow, and he asked about the feasibility of getting that done from a regulatory perspective. Mr. Wursta stated the reduction in speed has to be quantified by an 85<sup>th</sup> percentile of the traffic on the road – he stated it is not the average speed, it is the 85<sup>th</sup> percentile speed. He stated once that happens, they can put the signs up. Mr. Grenier stated they cannot just go out and do it because they want to, and Mr. Wursta agreed. Mr. Wursta stated while he understands the concerns that have been expressed, if they artificially do something, you run the risk of increasing the speeds if it is not done the right way according to a number of studies.

Mr. Truelove stated technically the Township could put up a 25 mile per hour sign tomorrow; however, it would not be authorized, and it would not be enforceable. He stated it may also have the detrimental effect that Mr. Wursta has talked about; and if you wanted to enforce it on anyone who violated it, you would not be able to. Mr. Grenier stated if they put up a 25 mile per hour sign, and the Police write up a ticket for someone going 35, it would be challenged in Court; and Mr. Truelove agreed.

Mr. Lewis stated some speakers were concerned about the quality of the study, and the fact that because there was a Police car there, it lowered the speed limit. He stated if that were the case, that would actually help the case for the Township lowering it to 25 so if you are concerned about the way the study was done, it would have been to the benefit of lowering the speed limit. Mr. Wursta stated this also came up at the CTC. He stated they compared their study to all the previous studies that were done, and they are comfortable with the speeds they found out there. He stated if they were wrong, and it was a day when speeds were normally higher, that would send them to a point where they should be signing it at 40 or 45 miles per hour.

Chief Coluzzi stated TPD did the study this time, Gilmore & Associates did the study three years ago, and the Police Department did two studies recently that confirmed TPD’s speeds so there are a lot of studies to compare data. Chief Coluzzi stated if he felt Mr. Wursta’s data was flawed, he would have him go out again and do it, but he is confident that it is not flawed. He stated he double checked TPDs speeds on Edgewood/Sandy Run numerous times, and they were within a mile an hour on the speed of each other’s data. He stated he has full confidence in Mr. Wursta’s data.

Chief Coluzzi stated with regard to Ms. Carroll's comments about Makefield Road being 25 miles per hour at one time, they did extensive research to try to find when that road was previously 25 miles per hour; and everything points to the fact that it was never 25 miles per hour, and it was merely an error in the Code Book. He stated all the streets prior to and after it were 25, and rather than putting in 35, they put in 25; and it was an error in the Code Book, and the street was never 25 miles an hour.

Mr. Brody stated they changed Edgewood to 25 miles per hour on the west side of the train tracks "overnight" because of Sandy Run so that would not be enforceable because it is a 40 mile per hour road. He stated there was no traffic study to say that anyone was going 25 miles per hour there. Chief Coluzzi stated he did a traffic study which was part of the official Traffic Committee which included himself, the Township Manager, and the Traffic Safety Officer. He stated the reason they did that was safety at Edgewood and Schuyler and the curve in the roadway and the fact that motorists when they were being stopped by Police said that it was too soon to see the reduction in the speed when you went up along the Railroad tracks, and he merely extended an existing 25 mile an hour zone by approximately 1,500'. Mr. Brody asked if it was always 25 in front of the Township. Mr. Truelove stated when it was turned back to the Township in 2000, that is when the speed was reduced; and the impetus was the development of the baseball complex and the anticipated foot traffic. Chief Coluzzi stated it was the Pool, the park, and the anticipated traffic from the ball fields with children crossing the street. He stated at the time, there were not as many crosswalks there as there are now so there are a lot of improvements that were done since then along Edgewood Road. He stated they got numerous complaints from residents and motorists about reducing that speed limit.

Chief Coluzzi stated there was a comment made that all the other Schools have 25 miles per hour in front of them; and that is not correct, and he noted that Big Oak Road is not 25 miles per hour. He stated Quarry Road in front of Afton and Quarry Hill did not even have the School Zone designation when it was 35 miles per hour. He stated the reduction from 35 to 25 on Quarry Road was because of the numerous serious accidents in the area and the very dangerous curve in front of Grey Nuns. He stated residents had complained and the Board of Supervisors looked it and asked that a study be done; and there were sufficient accidents to warrant that reduction in the speed limit, and it had nothing to do with the Schools. He stated even when they reduced it to 25, there was still no School Zone designation in front of those two schools, and the Police Department fought with PennDOT to get that designation. He stated PennDOT refused them previously on two occasions to get the School Zone designation in front of Quarry Hill and Afton Schools. He stated the Township takes these issues very seriously.

Mr. Brody asked that if any Motion is made this evening to take any of these actions, that they specifically state that if they can get the speed limit down to a range where they can legally enforce lowering the speed limit to 25 that they do so. Chief Coluzzi stated he would have no objection to that, but it has to be done legally; and they cannot put the Officers in jeopardy stopping cars based on an illegal action by the Township.

Mr. Truelove suggested that if there is to be a Motion that they authorize the Township Administration and professionals to take all necessary steps to initiate and complete all traffic-calming measures as outlined by Mr. Wursta tonight.

Chief Coluzzi stated the Chairman had asked earlier if Mr. Wursta could come up with a cost estimate for each of these improvements and a total cost for all of it prior to authorizing the go-ahead to do it, and he asked the Board if they would want to see a cost estimate. Mr. Truelove stated they could have a “not too exceed;” and if they could not do that tonight, it would be best to wait until the meeting next week.

Mr. Lewis asked if they would be going out to Bid for all of these items, and Mr. Truelove stated it would depend on the item. Mr. Wursta stated he feels many of them could be considered maintenance items, particularly the signal items. Chief Coluzzi stated there is an existing contract, so that would not have to go out to Bid. He stated the raised crosswalk would have to go out to Bid. Mr. Wursta stated he does not know if the Township has a machine to do the rumble strips. Mr. Hucklebridge indicated that the Township does not, and Mr. Wursta stated they would have to contract that out.

Mr. Lewis asked Mr. Wursta if his rough estimate would be \$200,000 or less, and Mr. Wursta stated he would not be able to provide that number this evening. Chief Coluzzi stated if they include moving the lights it will be over \$200,000, and Mr. Wursta agreed.

Ms. Tyler stated whether or not the Pennsbury School District is our partner in this will determine exactly how much they can and cannot do so they should be authorizing someone in the Administration to reach out to the School District and get them on board, since if they are our partner, it will enable them to do more. Ms. Tyler stated they cannot vote to do something tonight if they do not have costs.

Ms. Tyler stated they should move to authorize the engineer and Administrative staff to pursue the issues of signage, rumble strips, lengthening the School Zone, lengthening the time of the School Zone, reflective paint, and narrowing immediately and come back to the Board with prices.

Ms. Tyler stated at that point they will know if the Township has a partner in the School District, and they can then prioritize these issues. Ms. Tyler stated with regard to the rumble strips, she is not sure that they do not have to notify residents who live adjacent to them. She stated she does not feel they should rush into trying to make a decision when they do not have all of the information.

Mr. Lewis stated if Ms. Tyler is suggesting that Pennsbury School District would be a financial partner in this, he would agree with that. Ms. Tyler stated what they are trying to do has not been supported by the professional data they received, but they want to pursue it because of the priority put on the children. She stated the Board also has to be good stewards of the tax dollars and spend them according to the law and what the professionals tell them. Ms. Tyler stated whether or not the Pennsbury School District will partner with them does not determine whether they will moved forward with these issues or not, but it may determine how far forward they can go with these issues.

Ms. Tyler stated they need someone to approach the School District, and they need Mr. Wursta, Mr. Fedorchak, and Chief Coluzzi to prioritize and price these improvements out.

Ms. Tyler stated they could move to have Mr. Wursta price out the items and get that back to the Board of Supervisors as soon as possible. Mr. Lewis stated they could “triage” some of the items as which could be done the quickest that they could just get started on. He stated he feels most of the Board could agree that the first group of things that would be considered maintenance, and give authority for those to get started immediately. Mr. Lewis asked how many of the items would be over \$25,000, and Mr. Wursta stated he feels the School signs could be obtained quickly, and they could find out how much time they could add to the School Zone timing; and that would be a \$600 and a Permit change with PennDOT. Mr. Wursta stated he does not know what the cost would be for reflective paint for the length of the road and adding reflectors, but he could look into that number. He stated the raised crosswalks is a bigger number. Mr. Wursta asked if they are going to add or enhance lighting. He stated adding lighting is an electrical issue, and he could get a cost for that. He stated narrowing the roads with the paint would be an easy issue, and would just involve the paint cost. Mr. Wursta stated perhaps they could authorize a not-to-exceed construction cost of \$25,000 and they could get started.

Chief Coluzzi stated narrowing the lanes with the painting was looked at previously, and it was around \$20,000. Mr. Lewis stated he feels they could approve all maintenance items and anything under \$30,000 getting executed, and anything above that would have to come back to the Board for approval. Mr. Lewis stated

they would get a full cost estimate for those and probably Bids and commitment from the Pennsbury School District. Mr. Truelove stated characterizing these items as maintenance does take it out of the Bid requirement process. Mr. Lewis asked Mr. Truelove if they would need to enumerate each item as maintenance or not. Mr. Truelove stated he would recommend designating Mr. Wursta and Chief Coluzzi to internally determine those as long as they do not exceed \$30,000 or qualify as maintenance items. Mr. Grenier asked if that would be \$30,000 in total or \$30,000 per item, and Chief Coluzzi stated it would be \$30,000 in total.

Ms. Tyler moved and Dr. Weiss seconded to authorize Chief Coluzzi and the engineering staff to take all necessary steps to complete all maintenance items as discussed not to exceed \$30,000 and enumerate costs for remaining items and bring those back to the Board for consideration.

There was discussion about including in the Motion approaching the Pennsbury School District, and Mr. Truelove stated that could be done after they get the costs for the other items. He stated the immediate issue is to work on the maintenance items, and they could still seek recovery from the Pennsbury School District at some point as appropriate.

Mr. Wursta stated he does not feel it would be difficult to get estimates fairly quickly on most of these items; and he could have figures in one to two weeks. Mr. Lewis stated they will look at this again at the April 18 meeting.

Ms. Alina Marone stated as a Pennsbury parent she would be glad to go to the Pennsbury School District meeting and share with them what was done this evening. Ms. Marone stated the sign in front of Makefield Elementary is “old and charming,” and it is parallel to the building. She stated she feels she should suggest to the School District that there should be a sign that is perpendicular to the road that is illuminated as well as illuminating it with LED the word “slow” during the School dismissal times. Ms. Marone stated she feels this would make the sight line of the School something that people would pay more attention to.

Ms. Tyler stated the Board is trying to raise awareness that the School is there because she agrees that it does blend in, and all of these things should help do that plus they are also considering the speed issue. She stated she feels this is a good start.

Motion carried unanimously.

Ms. Tyler moved, Ms. Blundi seconded and it was unanimously carried to adjourn for a short recess at this time.

## DISCUSSION AND MOTION ON THE TOWNSHIP 2018 ROAD IMPROVEMENT PROGRAM

Mr. Pockl stated he received from the previous engineer a list of roadways that were scheduled to be repaved, resurfaced, and reconstructed for 2018. Mr. Pockl stated he went out with Mr. Hucklebridge about one month ago and drove those roadways. He stated over the course of doing that assessment, they received other complaints from residents and drove those roadways as well, as well as some other roadways recommended by Mr. Hucklebridge that were in poor condition as well. He stated this is how they developed the list they are presenting tonight. He stated some of the roads that were on the previous list were taken off because they were found to be in better condition than some of the roadways that have been added on.

Mr. Pockl reviewed the roadways to be included as well as crosswalk and ADA ramp improvements. He stated the total cost is \$1.2 million. He stated adding a 10% contingency and 10% for engineering and inspection, the total cost is \$1.45 million. He stated that would include the Keystone Communities Grant for Oxford Valley Road that they are applying for. He stated that would be a \$300,000 Grant with a 50% match by the Township which would bring the total cost to \$1.15 million.

Mr. Pockl stated there are alternate roadways that were either on the previous list or roadways about which they have received numerous complaints, and they have been added in as alternates which could be swapped out with the base items. He reviewed the roadways that are alternates and with contingency, engineering, and inspection of 10%, the total comes to \$820,000 for those roadways.

Mr. Pockl stated he has provided somewhat conservative, preliminary estimates; and he will have a more fine-tuned number once they proceed with design.

Mr. Grenier asked about the Creamery alternates, and he stated that is referencing a figure they received with Area 3, Area 2, and Area 1 demarcated on the map; and Mr. Pockl showed a picture of Creamery Road, and he stated they adjusted that and broke it down to Area 1 and Area 2. He stated the roadway condition of Area 1 is significantly better than the roadway condition for Area 2, and they felt it best to separate it into two areas as opposed to three. He showed the limits of Area 1 and 2.

Mr. Lewis stated the Keystone Communities Grant is the one that Perry Warren, the State Representative, worked on for the Township; and Mr. Pockl agreed. Mr. Lewis asked if they filed on time, and Mr. Pockl stated they did. Mr. Lewis stated they have a good chance of getting this, and Mr. Pockl agreed. Mr. Pockl stated the State followed up asking for additional information including economic benefits and environmental benefits; and Mr. Pockl stated the way they are reconstructing Oxford Valley will assist the Township in getting the Keystone Grant.

Mr. Lewis asked about the estimate for asphalt prices; and he stated for a few years, they have been trending downward, but he believes they are beginning to come back up. He asked Mr. Pockl when the estimates were done did he take a conservative approach with regard to the asphalt prices, and Mr. Pockl stated it was a moderate approach. He stated they are also the engineer for a number of adjacent Municipalities, and Middletown put out a Bid for their road program, and the low bid for that was \$5 per square yard for 1 ½" so he has based it off that. Mr. Lewis stated if they get good prices, they could get further into the alternates and still stay on budget.

Mr. Lewis asked Mr. Pockl if he has updated the road list to reflect the most recent gradings for the Twenty-Five Year Road Plan, and Mr. Pockl stated he has not. He stated he understands that the way the roads were selected were to just take the oldest roads which had the longest period for when they were last paved. Mr. Pockl stated his approach is to go out and look at the condition of the roadways which he feels is a much better assessment. Mr. Lewis stated for those who are looking to see when their road will be repaved, they can show that information in the Plan, and the information should be updated. Mr. Pockl stated there are different ways to rehabilitate roadways, and they can do certain things that are preventative such as sealing, and there are points where you mill the top wearing surface and then place a new wearing surface on top of that which would be standard maintenance/rehabilitation of a roadway. He stated there is then also a full reconstruction of the roadway. Mr. Pockl stated the rehabilitation solutions will be a product of the condition of the roadway itself.

Mr. Lewis stated they have not done a lot of sealants in the past, and he asked if that is something they should be exploring so that they can extend out the time period for a certain number of years. Mr. Pockl stated they will have to investigate that further. He added that sealants can help and generally lengthen the rehabilitation time by five to seven years, and it is a cost benefit ratio that you create; and he feels they should look into that. Mr. Lewis stated that might be a solution for some of the lesser-traveled roads since it would result in a longer period between full reconstruction and lower total cost of ownership.

Mr. Lewis stated in the past they have had great results with the bidding and so they were able to get further into the alternates. He asked Mr. Pockl if he has the bike path for Woodside in the Bid package. Mr. Pockl stated he does not currently, and that is something that could be incorporated with the contingency items. He stated they would need to pay attention to the design because of the steep slope at Woodside. He stated the way they structure the Bid, it could be incorporated. Mr. Lewis asked if there is an economic benefit to put both in one big Bid and see if they get someone who will bid lower to get more business, and Mr. Pockl agreed.

Mr. Grenier asked Mr. Fedorchak what was the approved road Budget for this year, and Mr. Fedorchak stated was \$1.075 million with \$770,000 out of Liquid Fuels, and they added an extra \$300,000 out of the Capital Reserve for a total of \$1.075 million. Mr. Grenier stated based on the list provided, without the Grant they are at \$1.45 million, and with the Grant they are down to \$1.15 million. Mr. Grenier asked if the \$300,000 for the bike path on Woodside was separate Budget wise, and Mr. Fedorchak stated that was a separate line item that was approved.

Mr. Grenier noted he is concerned about Area 2 on Creamery Road which would add \$337,000; and he asked if they could switch that in taking out something else that would be a similar cost. He asked Mr. Pockl if he would recommend keeping the list as it is or putting in Creamery Area 2 or some other road in lieu of one of the other items. Mr. Pockl stated one of the issues with Creamery Road in that stretch is drainage. He stated there is no curb, and the grade of the roadway is below the adjacent grade on both sides. He stated it is a natural channel for all the drainage in that area; and that would require putting in curbs, drainage inlets, and storm sewer along Creamery Road to rehabilitate the road correctly, as well as doing a full reconstruction. He stated he feels it would take time to design correctly, and that is why it is an alternate. Mr. Pockl stated he feels it is to the Township's advantage to get a road program out on the street as quickly as possible so that they can Bid it, have a contractor come in and do the work throughout the summer, and not run into an issue where they are doing work in September and weather becomes more of an issue.

Mr. Grenier asked if there is something that they could do at Creamery to address the drainage issues now, and Mr. Pockl stated in order to address the drainage, they would have to tear up at least a portion of the road. He stated if they are tearing it up, it would make sense to repave it. He stated he does not feel doing drainage issues first and letting that sit for a year and then doing the full reconstruction next year is in the Township's best interest financially. Mr. Grenier asked if they could do the design this year and put the construction work in next year's Budget, and Mr. Pockl stated that would be a good approach. Mr. Pockl stated they could take core samples of the roadway which will help them fine tune the design for the road. Mr. Grenier asked if there are any "semi-permanent or better fix" for this season through the winter next year for Creamery Area 2 rather than patching holes. Mr. Pockl stated doing the patching the way the Township has been doing it is the most economic way to proceed. Mr. Hucklebridge review how they do their patching.

Ms. Blundi asked if there is ever an opportunity to put "cat eyes" or reflectors in the roadways, and she particularly noted Creamery Road. She stated she feels this would help with safety in some of the darker areas of the Township when they are repaving. Mr. Pockl stated this is not something that they looked at, and these are

preliminary estimates based on quantities of asphalt materials. He stated there are numbers in there for line striping, crosswalks, and ADA ramps. He stated going forward if that is something that the Board is interested in pursuing, they could incorporate that in. He stated he does not feel it would be cost prohibitive or negatively impact the Budget. He stated contractors coming in to do the work could also do that work as well. Ms. Blundi stated she feels this would make the roads safer. Mr. Lewis asked if there would be an issue with plowing if they do that, and Mr. Hucklebridge stated that the plows can peel them off and they can also just pop off.

There was discussion about the work done by the Public Works Department repairing pot holes. Mr. Grenier stated Mr. Hucklebridge had instituted a plan where he had the staff going out in a grid pattern across the entire Township working on potholes on a regular basis, and they did an excellent job. Mr. Hucklebridge stated yesterday they completed a full circuit of the Township, and they have started over. Mr. Lewis stated when he is contacted by residents about certain roads, he explains to them the difference between State and Township roads, and who they should contact when it is a State road. Mr. Lewis stated PennDOT has been trying to work on their roads as well.

Ms. Tyler stated when they put together the Twenty-Five Year Road Program, it was a substantial undertaking. She stated she recalls that the roads were ranked one to five with five being the worst. She asked if they reviewed that Plan, and Mr. Pockl stated they did; and it was ranked one to five based on the amount of road that each road received and one to five on the roadway condition. Ms. Tyler asked if these are all five roads, and Mr. Pockl agreed. Ms. Tyler asked if the alternates are also five roads, and Mr. Pockl agreed.

Ms. Tyler stated they did make a commitment to dedicate \$30,000 every year of the paving Budget to maintenance of the existing bike system, and she does not see that here. Mr. Lewis stated they are not showing that, but they did put in a State Grant for the bike path around the baseball fields. Ms. Tyler stated before they finalize this, she feels Mr. Pockl and Mr. Hucklebridge should have discussion with Mr. Copson who maintains the bike paths to see if there are any urgent items. Mr. Lewis stated they did do a number of those, and Ms. Tyler agreed that a little bit of money went a long way. She asked that they check with Park & Recreation to see if there are places on the paths that require some remediation. Ms. Tyler stated she has been involved with Road Budgets for many years, and there is never enough money to do what they want to do. She stated they are already going into the Capital Reserves. She stated this is why the Twenty-Five Year Road Program is very important adding it is not “set in stone,” and it changes every year depending on conditions and other items. Mr. Hucklebridge stated they are trying to update that Program, and they were looking at the existing conditions and trying to follow that Plan.

Dr. Weiss stated he feels it would be a good idea to look at the cost benefit of preventive maintenance to extend the life of the roads.

Mr. Lewis asked the number of “five” roads they did not include. Mr. Pockl stated one is Quarry Road from the 95 overpass going to Lindenhurst which is in poor condition. He stated this is something that would require a full reclamation, and it would probably cost a half million dollars to do that stretch. Mr. Lewis stated he assumes that will be on the top of the list for next year, and Mr. Pockl stated it would be that as well as Creamery Road and E. Ferry Road.

Ms. Tyler stated with regard to Ms. Blundi’s comments about reflectors, possibly Black Rock Road would be a good place for reflectors at the crossing for the towpath. Mr. Hucklebridge stated they did add some temporary ones, but they have peeled up already. Ms. Tyler stated anything they could do to highlight pedestrian crossings would be a good idea especially if it is not costly.

Ms. Tyler moved and Ms. Blundi seconded to authorize bidding of the 2018 Road Improvement Program as outlined this evening including Bid alternates and add to the Bid the Woodside Road bike path as part of the Bidding process.

Mr. Zachary Rubin, 1661 Covington Road, stated he is the Vice President of the Makefield Glen Homeowners Association, and Covington Road runs through their development and is a Township road that has a bike path. He stated last year he advised the previous engineer that their bike paths were in very poor shape, and they should be repaved; and he assured him that they would be. Mr. Rubin stated they only paved the bike path in front of the new Dog Park which leaves about 1.6 miles of the rest of the bike path that has never been addressed in thirty years of its life. He asked if it is in the Park & Rec Budget or through the Road Budget that addresses the bike paths. He stated if they are going to do bike paths around Woodside, he feels they should do them around the 848 homes in Makefield Glen. He stated there are not only bikers, but also people who walk on that bike path on a daily basis.

Ms. Tyler stated she does not know what the Park & Recreation priorities are. Mr. Fedorchak stated he feels they need an evaluation of the existing system. Mr. Fedorchak stated he agrees that the bike path Mr. Rubin is discussing is in disrepair, but there are also some other areas he feels they should look at. He stated he does not feel there will be enough money in the Budget to repave all of these areas. He stated they may need to patch certain sections of the bike path Mr. Rubin is addressing on a temporary basis, and this may tide them over for a few more years until there is enough money to do the entire stretch. Mr. Rubin also noted Heacock Road between the two Covington Road entrances. Mr. Fedorchak stated what Mr. Rubin is speaking to would have to be bid out.

Mr. Lewis suggested they have the Park & Rec Director come up with a list of high priority bike path repairs by next week. Mr. Fedorchak stated he feels it would take a few weeks, and Mr. Pockl and Mr. Copson should meet. Mr. Lewis stated he feels they need to get this out to Bid as soon as possible. Mr. Fedorchak stated there will be a certain spec for the bike path, and all Mr. Pockl would need would be linear feet. Mr. Pockl stated they could structure the Bid so that instead of bidding on certain roadways, they are bidding on a quantity of asphalt wearing surface; and they could add to that quantity a certain amount of square yards for the bike paths as well and place that into the Road Program Bid. Mr. Lewis stated they could indicate that they want 5,000 square yards of 1 ½" wearing course that would be used for bike paths. Mr. Lewis stated that would be approximately \$30,000. Ms. Tyler stated they could include that as a Bid Alternate. The Board members were comfortable with that Amendment.

Ms. Tyler moved to amend the Motion to add an additional Bid Alternate of 5,000 square yards of 1 ½" wearing course for use in bike paths. Ms. Blundi seconded.

Motion as Amended carried unanimously.

#### DISCUSSION OF KEYSTONE COMMUNITIES GRANT APPLICATION AND APPROVAL OF RESOLUTION NO. 2362

Mr. Pockl stated they submitted this Grant Application for the reconstruction of Oxford Valley Road from Mill Road to Edgewood Road. He stated there is a certain amount of concrete curb that is missing within that stretch, and the rest of the roadway is curbed. He stated he provided a cost estimate for the reconstruction. He stated Oxford Valley Road has two 12' lanes, one in each direction, and a 7' shoulder although that does vary throughout the length of the roadway. He reviewed the work to be done on the shoulders and the roadway including the process that is done during construction. Mr. Pockl stated they submitted the Grant Application, and as part of that they are requesting a Resolution.

Ms. Tyler moved and Mr. Grenier seconded to approve and advance the Keystone Communities Grant and Resolution No. 2362 as outlined by Mr. Pockl.

Mr. Lewis thanked the State Representative for helping the Township with this Grant.

Motion carried unanimously.

#### ENGINEER'S REPORT - MONTHLY UPDATE

Mr. Lewis asked Mr. Pockl if there is anything not in the Report they received that they need to cover. Mr. Pockl stated moving forward they will be proceeding with the Road Program and the Keystone Grant Program. He stated they did not receive funding for the Solar Grant that they applied for in January. He stated they continue to review planning projects including Caddis Healthcare at 1667 Dobry Road. He stated they have completed issuing the punch list items to Regency at Yardley for Phases 1 through 7 which is the entire north side, and Toll Bros. will be addressing that. He stated on the south side, they are constructing Phases 1 through 3, and he is reviewing plans as they come in for houses in Phases 3, 4, and 5 on the south side of Regency at Yardley. Mr. Pockl stated Brookshire Estates, Oakmont, and Estates at Sandy Run have all requested punch lists or escrow releases, and he is completing inspections in accordance with those.

Mr. Truelove stated the Board met remotely by phone in Executive Session last Wednesday because of the snow event. He stated it commenced at 6:00 and ended at 9:30, and items of litigation, Real Estate, personnel, and collective bargaining were discussed. Mr. Truelove stated the Board met in Executive Session this evening commencing at 6:45 p.m. and they discussed items of litigation and Real Estate/Zoning.

#### ZONING HEARING BOARD MATTERS

With regard to the Charles and Michelle Bill Variance request for the property located at 1800 South Crescent Boulevard in order to permit construction of a porch resulting in encroachment into the front yard setback, it was agreed to leave the matter to the Zoning Hearing Board.

With regard to the James and Kimberly Callahan Variance request for the property located at 793 Sumpter Drive in order to permit construction of an in-ground pool resulting in greater than permitted impervious surface, it was agreed to leave the matter to the Zoning Hearing Board.

#### APPROVAL OF EXTENSION REQUEST OF CAPSTONE TERRACE

Ms. Tyler moved, Ms. Blundi seconded and it was unanimously carried to approve the Extension request of Capstone Terrace to December 31, 2018.

APPROVAL OF REGENCY AT YARDLEY SOUTH PARCEL RESIDENTIAL DEVELOPMENT AGREEMENT (PHASE III) WITH TOLL PA XV., L.P.

Mr. Truelove stated Mr. Majewski has reviewed this in detail as had Mr. Garton as Mr. Truelove's firm had a conflict, and they both recommended approval. Mr. Truelove stated this is for the carriage homes/townhouses on the south side of Big Oak Road which consists of forty-eight Lots. He stated it was prepared by Mr. Garton, and the Township staff reviewed it and found it to be acceptable. Mr. Fedorchak stated everything is in order, and the escrows have been posted.

Ms. Tyler moved, Dr. Weiss seconded and it was unanimously carried to approve the Regency at Yardley South Parcel Residential Development Agreement (Phase III) with Toll PA XV., L.P.

SUPERVISORS REPORTS

Dr. Weiss stated the Trenton Mercer Review Panel met and are planning a presentation to the Board of Supervisors at the Board's next meeting. He stated the Economic Development Commission compiled the 2018 Business Survey, and he provided a copy to Mr. Fedorchak who will distribute it; and he hopes that they will make a presentation to the Board of Supervisors about the Township's economic "report card." Dr. Weiss stated the Seniors are doing well in their new facility, and they have a big schedule planned for the year. He invited those over fifty-five to participate. Dr. Weiss stated he understands that there is a student group from the Bucks County Community College that will be starting a Veterans garden.

Mr. Grenier stated Five Mile Woods will have their Annual Earth Day Open House on April 22 from Noon to 4 p.m.. He stated on May 5 there will be another e-recycling event with details to follow. Mr. Grenier stated the EAC continues to meet with Mr. Hucklebridge to review the stormwater management basin program status. Mr. Grenier advised that registration for spring classes at the Community Center and the Pool are open. Mr. Grenier thanked everyone including Chief Coluzzi for opening the Community Center as a warming and charging station during the storm. Mr. Grenier stated the Planning Commission approved the Neshaminy Interceptor Act 537 Plan. He stated at their last meeting they reviewed Sketch Plans for the Octagon/Dunkin' Donuts site and the development at Marrazzo's. He stated that meeting was well attended.

Ms. Tyler stated the Electrical Reliability Committee is meeting this Thursday; however, they have been active in the background with some of the storm damage, and the Committee is advocating on behalf of some of the residents. Ms. Tyler stated the Historic Commission is moving forward on their archiving project.

Ms. Blundi stated the Farmland Preservation Corporation is preparing to walk the properties with the farmers and see any areas of concern with the neighbors. She stated the CTC has submitted their comments for the Master Plan. Ms. Blundi stated the Financial Advisory Council is now fully staffed, and they will have their first meeting on April 16. Ms. Blundi thanked the Special Events Committee for all the hard work they did on the Opening of the Community Center.

#### OTHER BUSINESS

Mr. Lewis stated Woodside Road will be closed starting Monday afternoon between Clearview and Taylorsville; however there will still be access to Makefield Highlands Golf Course.

#### DISCUSSION OF CREATION OF A SUBCOMMITTEE TO DISCUSS OPTIONS REGARDING MORRISVILLE MUNICIPAL AUTHORITY ISSUES AND POTENTIAL ALTERNATIVES

Mr. Grenier stated the Sewer Authority had a presentation from the Morrisville Municipal Authority. He stated many of the Supervisors have sat in on presentations in the past as well. Mr. Grenier stated the Sewer Authority feels, and he agrees, that this is an issue that requires more discussion; and they have recommended establishing a Sub-Committee to research this issue in greater detail to provide some direction to the Sewer Authority and the Board of Supervisors moving forward, and they would like there to be a combined group on the Sub-Committee. Mr. Grenier stated this would not be to focus specifically on the Morrisville Municipal Authority, but to take a more detailed look into the options that the sewer engineer, Mr. Ebert, is reviewing.

Mr. Fedorchak stated Morrisville is very interested in the construction of a new sewage treatment plant and is focusing on the U. S. Steel property with a projected cost of approximately \$150 million. Mr. Fedorchak stated the Sewer Authority is asking if there are other viable alternatives for Lower Makefield Township, and one direction they could go is to send the sewage down to the Lower Bucks system. Mr. Fedorchak stated he and Mr. Hucklebridge have had multiple conversations with the Administration at Lower Bucks who have reported back that they would be

interested in accepting Lower Makefield's sewage and that they believe that they can secure the Permits necessary from DEP. Mr. Fedorchak stated the Township needs to determine what it would cost to disconnect from the Morrisville Plant and send it down to their location. Mr. Fedorchak stated another possibility is a relationship with Falls so there are a number of directions that the Township can go, but they have to be costed out. Mr. Fedorchak stated he believes the Sewer Authority would feel more comfortable at this critical point to have representation from the Board of Supervisors sitting along side them so that they feel that they are headed in the right direction.

Mr. Grenier stated they had previously passed a Resolution for Mr. Ebert to review all of these alternatives, but the Sewer Authority is looking to work more closely and look into this with Mr. Ebert with a smaller group. Ms. Tyler asked if they had suggested members of the Sewer Authority to be in this group; and Mr. Grenier stated they suggested two members of their own group, and they requested to have two Supervisors as well. Ms. Tyler asked who is the Sewer Authority liaison, and Mr. Grenier stated he is the liaison. Ms. Tyler stated she assumes they would also want to have Mr. Ebert and Mr. Hucklebridge, and Mr. Grenier agreed. Mr. Grenier stated on the Sub-Committee would be two Supervisors, two staff, two Sewer Authority members, and the sewer engineer.

Ms. Tyler stated this is a critical issue, and they should make sure meeting Minutes are kept and distributed to all Supervisors. Ms. Tyler stated she would be willing to be on the Sub-Committee. She asked if it would be proper for all the Supervisors to take a turn to attend the meetings. Mr. Lewis stated they need to consider the public meeting law. He stated one option is that some of the meetings could be public meetings and more of the Supervisors could attend. Mr. Fedorchak stated he feels there will be some sessions when they will have only two Sewer Authority members, two Supervisors, and the Township staff there; however, that would not preclude them from having a quarterly report or every two to three months there would be a public meeting when everyone could attend. Mr. Grenier stated the Sub-Committee could first report to the Sewer Authority and then what comes out of that meeting would come to the Board of Supervisors, or they could just report directly to the Supervisors depending on where they are at in the process.

Ms. Tyler asked Mr. Truelove's opinion as to how this relates to public meetings versus non-public meetings to make sure that they have the right framework. Mr. Truelove stated if there are issues that involve Contracts, potential litigation, negotiations, etc. they could go into Executive Session and discuss those issues. Mr. Truelove stated he would be happy to help guide them on this. Ms. Tyler stated whatever the Agenda would be, they would have to have Mr. Truelove review it to make sure they are above board. Mr. Lewis stated there is an element of negotiation here with multiple parties, and he added that the interest of Lower Makefield

Township does not necessarily coincide with other participants of the options that have been identified. He stated if the Committee's focus is on the economic analysis of the options, the feasibility, and the estimated long-term total cost of ownership all of that should be 100% public; however, if it is a discussion about a reconstitution of a new Authority with different voting shares, etc. that would fall under the classification of an Agreement and negotiation since they are dealing with other public entities, and that would not be something that they would want to share.

Mr. Lewis stated this would be a formal Sub-Committee that is going to produce a report; however. Ms. Tyler stated by formalizing it she feels that would require the meetings to be public. Mr. Truelove stated they could just establish the concept of the Committee, and they do not have to populate it at this time. Mr. Truelove was asked to look into this further. Ms. Tyler stated she feels that the Board is supportive of the idea and they will consider further how to proceed with it.

There being no further business, Ms. Tyler moved, Dr. Weiss seconded and it was unanimously carried to adjourn the meeting at 11:40 p.m.

Respectfully Submitted,

Kristin Tyler, Secretary