



APPENDIX H

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



Summary of Public Involvement
Process for the FY2019
Transportation Improvement Program
(TIP for Pennsylvania)

SUMMARY OF THE PUBLIC INVOLVEMENT PROCESS FOR THE FY2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA

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

DVRPC engages in an extensive public outreach program in order to provide a variety of opportunities to comment and receive information on the TIP. DVRPC encourages the public to pose questions about the TIP to state, county, transit, and DVRPC staff through its ongoing public involvement process, and in particular, during the 30+-day public comment period. The public comment period for the Draft DVRPC FY2019 TIP for Pennsylvania opened on May 1, 2018, and closed on June 3, 2018 at 5:00 p.m. (EST). Notice of the public comment period and the scheduled public meeting were distributed to over 13,500 individuals and organizations that comprised a variety of stakeholders in the region, including: non-profit organizations; traditional transportation and transit users; underserved, minority and low income populations; the private sector; and the general public. TIP documents were also mailed to Tribal representatives for comment.

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

THURSDAY, MAY 24, 2018
4:00 p.m. - 6:00 p.m.
DVRPC Conference Center
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

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

DVRPC's website (www.dvrpc.org) is a vital tool in public outreach, and continued to serve a useful purpose during this TIP update cycle. The public notice and the entire TIP document was placed on the DVRPC website, as were the date and location of the public meeting, and other general information. TIP information and public commenting were made available online as part of DVRPC's web-based TIP public comment application at www.dvrpc.org/TIP. Users were able to submit project-specific or general comments online. Note that beginning on Friday, May 18 from approximately 1:30 PM until Saturday morning, May 19 at 9:00 AM there was a web server outage and the DVRPC website was "down." During that 20 hour web outage, it is possible that the public may have experienced problems viewing the Draft FY2019 TIP for PA or submitting comments electronically. DVRPC proactively makes the comment period longer than the minimum 30-day requirement in case there is some sort of outage where documents cannot be reviewed, nor commented on.

In addition, comments were received by U.S. Mail, fax, and email, via the Office of Capital Programs (TIP@dvrpc.org), to facilitate the submission of comments.

For those without internet access, TIP documents were available at selected area libraries (see Table 1) for review, at the DVRPC Resource Center, at the public meeting, and were mailed to individuals by request.

**INDEX OF COMMENTS ON THE DRAFT
DVRPC FY2019 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) FOR
PENNSYLVANIA**

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

Index of Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from Individuals		
Chester County		
Bicycle/pedestrian improvement requests - Route 29 Corridor in Chester County		
0001	Andrew P. Motel	Encourages greater focus on bicycle and pedestrian access in all transportation projects and specifically along the Route 29 corridor in Chester County. Concerned accommodations for bicyclists and pedestrians appear secondary to movement of motorized vehicles. The Route 29 corridor lacks facilities for bicyclists and pedestrians and is experiencing tremendous growth due to residential and commercial development enabled by the Route 29/Devault/PA Turnpike Interchange.
Delaware County		
MPMS #110965 - Marshall Road Corridor Safety Improvements		
0002	Alfred Achtert	Urges including a left turn arrow in the Marshall Road light cycle. Does not think Long Lane needs left turn arrows. Suggests that adding a left turn signal on westbound Marshall Road would allow SEPTA bus routes to avoid Grace Road and instead use the more appropriately sized Marshall Road and Long Lane.
Philadelphia County		
Bicycle/pedestrian improvement requests - Oppose roadway widening		
0003	Paul Glover	Opposes any road extension, straightening, or widening; favors improvements for transit, bicyclists, and pedestrians.
Intercity rail		
0004	Andre bustamante	Disappointed to not see improvements for intercity rail listed, including Amtrak's Keystone Corridor. Encourages improving track between 30th and Overbrook. Suggests development of Keystone West corridor with service between Pittsburgh and Altoona.
MPMS #108090 - Citywide Resurfacing 106		
0005	Bernadette Foley	Recommends resurfacing Trevoise Road between Bustleton Ave. and Edison St.
MPMS #88085 - Byberry Road Bridge Replacement		
0006	Adrienne Cianfarini	Requests keeping 3-ton weight limit in place to prevent large trucks from entering residential neighborhoods.
0007	Christopher Bordelon	Requests keeping 3-ton weight limit in place to prevent large trucks from entering residential areas, particularly the Somerton neighborhood. Concerned that removing the weight restriction will lead to greatly increased truck traffic including vehicles from the Post Office facility on Byberry Road at Evans Road. Does not believe signage and policing can be expected to stop the movement of truck traffic through residential neighborhoods. Concerned that parcels in Somerton were designated for Keystone Opportunity Zone tax breaks and are being considered for development of e-commerce distribution centers, which would further increase truck traffic. Requests appropriate action by the City or Commonwealth to ensure the bridge project does not result in the introduction of truck traffic into Somerton.
0008	Donna Zitter	Requests keeping 3-ton weight limit in place to prevent large trucks from entering residential neighborhoods.
0009	Jennifer cianfarini	Requests keeping 3-ton weight limit in place to prevent large trucks from entering residential neighborhoods.
0010	Jerome Pierre Bordelon	Requests keeping 3-ton weight limit in place to prevent large trucks from entering residential neighborhoods.
0011	Johnbuchatsky	Requests keeping 3-ton weight limit in place to prevent large trucks from entering residential neighborhoods.

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Comments Received from Individuals		
0012	Marie Nocitra	Requests keeping 3-ton weight limit in place to prevent large trucks from entering residential neighborhoods.
0013	Mitchell J Kelly	Requests new bridge provide accommodations for bicycles and pedestrians.
Request to add proposed project to the TIP - Aerial Gondola to the Navy Yard		
0014	Frank Rapoport	Proposes an aerial gondola connector alignment providing public transportation to the Navy Yard.
Various County		
Bicycle/pedestrian improvement requests - Safety and Priority		
0015	Robert Thomson	Encourages considering bicycle and pedestrian safety with all road projects.
Connect Circuit Trails by advancing priority projects in the Circuit Line Item		
0020	Abby Lang	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0021	Abe Cooperman	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0022	Adam Cronrath	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0023	Alex Shirreffs	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0024	Alisha Miranda	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0025	Alison Hastings	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0026	Amarjit Singh	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0027	Andrew Mramor	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0028	Andrew Polovoy	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0029	Andrew Thomas	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0030	Ann Cohen	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0031	Ann VanEerden	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0032	Ashley Vogel	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0033	Barbara Montabana	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0034	Barbara Snyder	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0035	Bob Sheppard Jr	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0036	Brian Kirk	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.

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Comments Received from Individuals		
0037	Brian Moore	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0038	Brooke Rothman	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0039	Bruce Salkovitz	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0040	Carol Fleischman	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0041	Carol Rowehl	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0042	Charles Nuyianes	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0043	Chris Holzner	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0044	Chris Stanford	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0045	Christine Reimert	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0046	Clare Day	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0047	Clifford Kellett	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0048	Cory Scott	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0049	Courtney Crain	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0050	Dana Fetch	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0051	Dani Solomon	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0052	Daniel Paschall	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0053	Daniel Safer	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0054	Danielle Schwartz	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0055	Dave Burns	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0056	Dave Winoski	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0057	David Golden	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0058	David Lennon	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0059	David Loeb	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.

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Comments Received from Individuals		
0061	David Mcginn	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0062	David Shuey	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0063	Debbie Wile	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0064	Dee Carpenter	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0065	Dolores Carpenter	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0066	Donald Wilson	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0067	Donna Jones	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0068	Donna Pancari	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0069	Douglas Dougherty	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0070	Ed Welsman	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0071	Edward Williams	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0072	Elizabeth D. Hemphill-Burns	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0073	Elizabeth Hollinger	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0074	Ellen Chapman	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0075	Erika Morgan	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0076	Esther Gilbert	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0077	Frances Liao	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0078	Frann Shore	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0079	Fredric Mirsch	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0080	George Benz	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0081	Gillian Macauley	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0082	Greg Lang	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0083	Gregory Milbourne	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.

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0084	Hedwig Cerwinka	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0085	Ira Josephs	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0086	Isaac Palant	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0087	James Kahn	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0088	James Moreton	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0089	Jason Lenthe	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0090	Jeff Lawton	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0091	Jeffrey Dubb	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0092	Jennifer Macnaughton	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0093	Jesse Lytle	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0094	Joanne Bezak	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0095	Joanne Delia	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0097	Jody Twer	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0098	Joe Attanasio	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0099	John Hogan	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0100	John Hollyer	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0101	John Ramsaur	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0102	John Seidel	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0103	John Wieme	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0104	Jonathan Seidel	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0105	Joseph McQuillan	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0106	Joshua Bryson	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0107	Julia Tackett	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.

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0108	Juliann Pinto	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0109	Karin Annerhed-Harris	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0110	Karl Fetzer	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0111	Kathleen Henry	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0112	Kathryn Rosse	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0113	Kirk Wangenstein	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0114	Krista Schroeder	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0115	Lane Fike	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0116	Lee Tabas	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0117	Lee Yancey	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0118	Leonard Bonarek	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0119	Linda Blythe	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0120	Lindsay Woodruff	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0121	Lisa Gares	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0122	Lisa Turner	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0123	Lonnie Hovey	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0124	Louis Peirce	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0125	Lucas Mueller	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0126	Lyn Hedrick	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0127	Manny Menendez	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0128	Margaret Turcich	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0129	Maria Nonemaker	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0130	Marissa Sudol	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.

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Comments Received from Individuals		
0131	Mark Davis	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0132	Mark Mumbauer	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0133	Mark Zod	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0134	Mary-Angela Papalaskari	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0135	Matt Zapson	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0136	Matthew Palombaro	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0137	Meagan Cusack	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0138	Melissa shipenberg	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0139	Michael Albany	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0140	Michael Del Vecchio	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0141	Michael Dennery Jr	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0142	Michael Gaunt	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0143	Michael Heller	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0144	Michael Warrington	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0145	Mike Dellapenna	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0146	Mike Narcowich	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0147	Molly Duffy	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0148	Neil Schmerling	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0149	Ogden Mitchell	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0150	P. John Paulson	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0151	Patrick Sherlock	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0152	Patrick Walsh	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0153	Paul Edelstein	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.

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Comments Received from Individuals		
0154	Peter Furcht	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0155	Purnima Barve	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0156	Robert Duplessis	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0157	Rachel Edelman	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0158	Rachel Isenberg	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0159	Rebecca Collins	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0160	Rich Hanson	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0161	Richard Sands	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0162	Robert Duncan	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0163	Robert Perry	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0164	Robin Irizarry	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0165	Rory Boyle	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0166	Sarah Stuart	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0167	Scott Valentine	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0168	Sean Collins	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0169	Sherley Young	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0170	Silvia Ascarelli	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0171	Spencer Shelly	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0172	Stan Barndt	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0173	Sterling Johnson	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0174	Steve Klein	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0175	Steve Saddle mire	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0176	Steven Furber	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.

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Comments Received from Individuals		
0177	Stuart Baird	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0178	Sue Goldstein	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0179	Susan Kahn	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0180	Susan Shulman	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0181	Terry Curtin	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0182	Theresa Grimes	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0183	Thomas Lawn	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0184	Thomas Tompkins	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0185	Thomas Vernon	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0186	Tim Suba	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0187	Todd Lane	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0188	Tom Leahy	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0190	Tracy Galloway	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0191	Wendy Ankrom	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0192	Wesley Goodman-Levy	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0193	William Ambruster	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0194	William McDevitt	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0195	William Oliver	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
0196	William Tung	Supports Circuit Trails. Encourages improving connectivity of the Circuit by advancing priority projects to construction.
General requests, concerns, and/or questions		
0016	Robert Thomson	Understands necessity to rehabilitate bridges and roads, but encourages more action to make facilities multimodal. Encourages more spending toward bringing SEPTA assets into a state of good repair. Feels there is still too much emphasis on high cost projects supporting single occupancy vehicles. Encourages more spending on lower cost improvements such as resurfacing and safety improvements.

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Comments Received from Individuals		
Not supportive of projects		
0017	Frank Tavani	Does not support advancing priority Circuit Trail projects.
Project Benefit Evaluation		
0018	Robert Thomson	Encourages DVRPC to make sure that screening and evaluation criteria emphasize the importance of reducing deaths and injuries for pedestrians and bicyclists. Suggests that failure to improve safety should remove a project from consideration for the TIP.
Safety Performance Management Measures Rule		
0019	Robert Thomson	Finds the section on the safety rule confusing. Specifically, Pennsylvania's targets for serious injuries and non-motorized fatalities seem to increase from the baseline. Encourages DVRPC to rethink supporting state targets.
Comments Received from Planning Partners		
Delaware County		
Technical corrections		
0197	Tom Shaffer - Delaware County Planning Department	Technical corrections to Draft FY2019 PA TIP documents.
Comments Received from Organizations/Agencies		
Bucks County		
MPMS #88083 - Stoopville Road Improvements - Phase 2		
0198	Sue Herman - Residents for Regional Traffic Solutions, Inc.	Opposes project's inclusion of intersection expansion. Concerned that project has abandoned plans for a multi-use trail and stormwater management improvements. Believes Newtown officials held a special meeting to abandon the original plan designed to address serious public safety issues along Stoopville Road in 2012. Believes the project misdirects funds to an intersection upgrade at Route 413 and Stoopville Road.
Chester County		
MPMS #93588 - Exton Station		
0199	Mimi Gleason - West Whiteland Township	Supports the funding programmed for Phases 1, 2, and 3 of the Exton Station Improvement Project. Station accessibility is a high priority for the township, as over 1,000 residents live within one-half mile of the station, but most lack bicycle or pedestrian access due to highway obstacles or lack of connected pathways. Township staff participated in DVRPC's Exton Train Station Concept Plan study and a TCDI-funded feasibility study for congestion mitigation and accessibility improvements to Pottstown Pike in the vicinity of Exton Station. The Township intends to develop plans for the recommended improvements and requests that these projects will be considered for future funding.
Request to add proposed project to the TIP - PA Route 113 widening		
0200	Bill Miller - Uwchlan Township	Requests adding the proposed PA Route 113 roadway "widening" project to the FY2019 PA TIP. The project is listed on the 2017 Chester County Priority Transportation list. The Township understands focusing on funding improvements to existing facilities in built out communities, but suggests that roadway expansions are necessary in growing areas.
Montgomery County		
MPMS #105077 - Park Avenue, Eagleville Road, Crawford Road Intersection Improvement Project		
0201	Don Delamater - Lower Providence Township	Request to add Park Avenue, Eagleville Road, Crawford Road Intersection Improvement Project (MPMS #105077) to the FY2019 TIP.

Index of Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from Organizations/Agencies		
MPMS #16239 - New Hanover Square Road Bridge		
0202	Jamie Gwynn - New Hanover Township	Supports project; concerned about timing of construction and impacts to residents if the bridge needs to be closed prior to construction. Requests construction funding occur sooner.
MPMS #16741 - Swamp Road at PA 663 SR:0663		
0203	Jamie Gwynn - New Hanover Township	Supports project.
MPMS #77211 - PA 309 Connector: Allentown Road to Souderton Pike (HT2)		
0204	Aaron Bibro - Hatfield Township	Requests that project should be a higher priority. Concerned that truck traffic on local roads has become unbearable for local communities.
Request to add proposed project to the TIP - SR 113 (Harleysville Pike) Relocation Project		
0205	Bob Mensch - PA State Senate	Supports Lower Salford Township's request to add the proposed SR 113 (Harleysville Pike) Relocation project to the FY2019 TIP.
0207	Kim Gephart - Lower Salford Township	Request to add proposed SR 113 (Harleysville Pike) Relocation project to the FY2019 TIP. Lower Salford Township has worked with PennDOT District 6 in conjunction with the PA 63 Bridges over Unami Creek and East Branch of Perkiomen Project (MPMS #50646) to install a traffic signal at the SR 113 intersection. The Township recognizes the signal will improve safety at the intersection, but is concerned it will result in increased congestion.
Request to add proposed project to the TIP - Willow Grove Interchange Improvements		
0206	David Dodies - Upper Moreland Township	Request to add funding for proposed improvements to the Willow Grove Interchange of the PA Turnpike to the FY2019 TIP.
Various County		
MPMS #60638 - SEPTA Regional Rail Car, Locomotive, and Trolley Acquisition		
0208	Anselm Sauter - Chamber of Commerce for Greater Philadelphia	Supports project.
MPMS #69828 - Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB)		
0209	Anselm Sauter - Chamber of Commerce for Greater Philadelphia	Supports project.
MPMS #75804 - University Ave/CSX Rail (Bridge)		
0210	Anselm Sauter - Chamber of Commerce for Greater Philadelphia	Supports project.
MPMS #77183 - Transit and Regional Rail Station Program; Improvements to SEPTAs 30th Street Station		
0211	Anselm Sauter - Chamber of Commerce for Greater Philadelphia	Supports project.

**ORIGINAL COMMENTS ON THE
DRAFT DVRPC FY2019
TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) FOR
PENNSYLVANIA**

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

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Chester County

MPMS: By **Andrew P. Motel** Item ID#: **0001**

DVRPC: I reviewed the DRAFT FY2019 TIP for PA. I appreciate the effort of the DVRPC in my township (Charlestown, Chester County) and our region. I write to encourage DVRPC to adopt a more aggressive focus on pedestrian use and bicycle access in every transportation solution it approaches. Too often, adding sidewalks, bike paths, crosswalks or making intersection improvements for people and bicycles appears grossly subservient to the "MOVEMENT OF VEHICLES." The Rt. 29 Corridor in East Whiteland and Charlestown Townships is a prime example of a "roadway on the cusp" of becoming (another) missed opportunity like Rt. 100 in West Whiteland Township where pedestrians and bicyclists as rare as unicorns. There is time, but it is very short. The Rt. 29 Corridor now lacks the basics essential to pedestrian and bicycle use. This area of DVRPC's Region is undergoing tremendous growth with shifting demographics in the work place, the expansion of area residential and commercial use (e.g. Great Valley Corporate Center, Atwater, Devault), are all of which are turbo-charged by the new Rt. 29/Devault PA Turnpike Interchange. There is time to incorporate improvements, but soon it will be infinitely more difficult, costly or simply impractical. Thank you for considering my comments and for the work you all do!

Andrew P. Motel Charlestown Township Planning Commission (2000 to present)

Delaware County

MPMS: **110965** By **Alfred Achart** Item ID#: **0002**

Intersection of Marshall Rd and Long Lane

This intersection includes left turn lanes in each direction. Only the eastbound Marshall Rd direction has the left turn signalized with a left turn arrow. Westbound Marshall Rd needs to have a signalized left turn arrow which could share the same time in the cycle as the existing eastbound left turn signal. Long Lane does not need left turn arrows because it is less used.

Two Septa bus routes, 107 and 109, utilize the eastbound left turn signal to turn from Marshall Rd to north on Long Lane. Two other Septa bus routes, 68 and 108, come west on Marshall Rd. and go south on Long Lane using Grace Rd to avoid the Long Lane and Marshall Rd intersection. Grace Rd is a narrow residential street that historically was used by the Red Arrow Route J, the predecessor of the Septa Route 108. Grace Road is not adequate for forty foot, 102" buses and I have heard reports of articulated buses appearing on Route 68. Septa has used the lack of a left turn signal on westbound Marshall Rd as an excuse to not remove Routes 68 and 108 from Grace Rd and reroute them via Marshall Rd and Long Lane.

I urge you to include a left turn arrow cycle in the westbound Marshall Rd light cycle.

Alfred Achart Jr
7228 Radbourne Rd
Upper Darby, PA 19082

aachtert@verizon.net
215 796 0277

Philadelphia County

MPMS: By **Paul Glover** Item ID#: **0003**

I oppose any road extension, straightening or widening. The era of the automobile must be replaced by town centers, train, transit, bicycling, and walking.

MPMS: By **Andre bustamante** Item ID#: **0004**

Im a bit disappointed to see no improvements listed for intercity (amtraks keystone corrisor). The transit improvements seem to be limited in scope to septas plans which are fine but are not a substitute for intercity projects. Not long ago the goal was to get keystone service to as little as 80 minutes to Harrisburg. To that end I believe improving the track between 30th and overbrook where the train crawls could get you as much as 7 minutes and deserves inclusion in the plan. This project primarily benefits the keystone which is why septa is not a good steward for the project. I would also suggest the development of a keystone west corridor with service between Pittsburgh and Altoona a few times a day but the first suggestion seems most appropriate here.

MPMS: **108090** By **Bernadette Foley** Item ID#: **0005**

I really don't care if you resurface Southhampton rd. It's not in too bad shape. The worst rd in the somerton

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Philadelphia County

neighborhood is Trevoise Rd between Bustleton ave & Edison st. There are so many problems! What makes it worse. A block away the road is bucks co. & has been resurface. It's a dream & makes driving on the city side an embarrassment!

MPMS: 88085 By **Adrienne Cianfarini** Item ID#: **0006**

The current weight limit should be enforced to stop large trucks from access to the residential neighborhood, including school zones and retirement communities. The traffic as is already has a large amount of congestion that would be greatly affected by trucks coming from the boulevard.

MPMS: 88085 By **Christopher Bordelon** Item ID#: **0007**

The Byberry Road Bridge Replacement project must be accompanied by regulations on the use of the use of the bridge to prevent large trucks from crossing and disturbing the residential use of property throughout Somerton, a long-established neighborhood just to the west of the bridge. For practical purposes, the 3-ton weight limit on the existing bridge was put in place, not because the bridge could not handle large trucks, but to forestall the problems that truck traffic would cause for the neighborhood. The need for the weight limit still exists, and the DVRPC should recommend that it remain in place. To remove the weight limit now and allow large trucks over the bridge would lead to serious problems for Somerton. Residents of the neighborhood strongly believe this, voicing their concerns at public meetings about the project held by PennDOT, and at a meeting of the Somerton Civic Association at which PennDOT made a presentation about the project. PennDOT officials' response was that the laws and regulations affecting use of the bridge by trucks were not their concern. What vehicles use the bridge may matter to PennDOT's bridge engineers only in the abstract. But the potential harm to thousands of residents of an existing neighborhood is a practical, day-to-day concern for them, and it should be a matter of concern to the governments of Philadelphia and of Pennsylvania, and of regional planners. If the bridge is opened to truck traffic, the numerous trucks from the existing Post Office facility on Byberry Road at Evans Road would be permitted to cross Somerton. So would other through trucks and local-delivery trucks that now proceed along other routes which, while perhaps slightly less convenient for them, are more appropriate because relatively few people live along those routes. Rather than confine themselves to Byberry Road, trucks would likely proceed along the shortest routes through the neighborhood to their destinations. This would save them time, in part by allowing them to avoid the difficult intersection at Bustleton and Byberry. Signage and policing could not be expected to stop the movement of traffic through residential parts of Somerton because traffic police in the neighborhood are few in number, a factor that must be considered by anyone recommending a solution to the problem. The existing 3-ton weight limit on the bridge has the advantage of allowing effective enforcement of the truck restriction at one location, potentially permitting fewer police to do the job of enforcement effectively. Moreover, there is a risk that City and Commonwealth officials may choose to subordinate residents' needs to their desire to offer nearby property subjected to tax breaks to commercial developers who wish to use it in ways that are wholly inconsistent with its residential surroundings. With no public input, nearby parcels in Somerton were subjected to Keystone Opportunity Zone tax breaks. According to news reports and to the public comments of elected officials who have been apprised of plans, these parcels have been marketed as e-commerce distribution centers, all-night warehouses that would bring numerous large trucks to the neighborhood. If such uses came to Somerton and large truck traffic was permitted across the bridge, many more trucks-- potentially hundreds more each day and night-- would cross the neighborhood. The neighborhood and its residents would suffer serious impairment to their use and enjoyment of their properties, and the value of residential properties would likely decline as a result. The bridge project, without appropriate restrictions (including retention of the existing weight limit) on the new bridge's use, would become a springboard for this introduction of wildly inconsistent uses into close proximity to one another. It would be inappropriate for the DVRPC to let that happen without recommending that the appropriate legal action be taken. It is appropriate for the DVRPC to consider the problems that the Byberry Road bridge project would cause for Somerton. The DVRPC should recommend that appropriate action be taken by the City or the Commonwealth to regulate the bridge's use in order to ensure that the bridge project does not result in the introduction of truck traffic into Somerton. Among its specific recommendations, the DVRPC should urge that the 3-ton weight limit remain in place.

MPMS: 88085 By **Donna Zitter** Item ID#: **0008**

DO NOT REMOVE THE WEIGHT LIMIT ON THE BYBERRY RD. BRIDGE.

MPMS: 88085 By **Jennifer Cianfarini** Item ID#: **0009**

Keep weight limit to under 3 tons. No large trucks with the exception of emergency vehicles

MPMS: 88085 By **Jerome Pierre Bordelon** Item ID#: **0010**

I am opposed to increasing the allowable weight limit on the Byberry Road Bridge when it is rebuilt. If the rebuilt bridge is built to support the passage of large trucks and tractor-trailers, then those vehicles will pass over that bridge

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Philadelphia County

absent some regulatory prohibition. "If you build it, . . . [they] will come" in very large numbers, as the saying might go. The neighborhood bordering Byberry Road will only change for the worse and property values will probably fall and definitely will not increase in the wake of such charmless and unsightly traffic. KEEP THE WEIGHT LIMITS THAT ARE IN EXISTENCE NOW. Jerome Bordelon 13015 Proctor Road Philadelphia, PA 19116 jeromebordelon@gmail.com

MPMS: 88085 By Johnbuchatsky Item ID#: 0011

do not allow trucs over 3 tons over this road!

MPMS: 88085 By Marie Nocitra Item ID#: 0012

The restriction I want to keep is the 3-ton weight limit to remain in place. This limit keeps large trucks from crossing the bridge and entering our residential neighborhood between Worthington Road and Bustleton Avenue. The congestion on Byberry Road to date is already an inconvenience to the local Somerton neighborhood. The addition of large trucks will only further that congestion in our neighborhood not to mention the environmental impact without this restriction. Byberry Road is a no-truck route and I want it to remain that way.

MPMS: 88085 By Mitchell J Kelly Item ID#: 0013

Please provide provisions for pedestrian and bicycle traffic on the replacement bridge. Thanks for reading.

MPMS: By Frank Rapoport Item ID#: 0014

Frank M Rapoport Esq.
Managing Principal
Urban Gondola Systems LLC
484 362 8481

<https://www.linkedin.com/in/p3dealmakerandadvisor>

We propose an aerial gondola connector alignment providing public transportation to the Navy Yard .There is a lot of green space and the alignment is approximate 6000 feet in horizontal length. Here is a simulation video of an alignment done in Europe <http://www.youtube.com/watch?v=2UQuZQuiiPo&sns=em>. The time has come for Philadelphia to join other cities like Miami and Los Angeles that are turing to aerial gondolas to solve public transportation. Urban Gondola Systems LLC works with the manufacturer of these systems, Doppelmayr Garventa of Austria

Attached is a power point showing how to connect the end of the broad street subway to the Navy Yard. Each gondola cars can hold up to 35 persons and running many on a loop can move 3000 commuters an hour. The funding comes through a mix of state and federal money , and private investments via Public Private Partnerships. Please consider this innovative option in your plans.

<https://www.natlawreview.com/article/forget-parking-spaces-developers-tenants-may-soon-be-asking-if-your-building-comes>

If you are not completely satisfied with our products or services, please send us an e-mail at feedback@doppelmayrusa.com . We promise to provide an initial written response within 3 working days, and we will do our best to follow through and resolve any concerns you have.

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Various County

MPMS: By Robert Thomson Item ID#: 0015, 0016, 0018, 0019

Here are my comments on the 2019-2022 PA TIP:

Safety Performance Management Measures Rule
The section on the safety rule is confusing. DVRPC has adopted Pennsylvania's safety targets, but it looks like the targets for serious injuries and non-motorized fatalities goes up from the baseline (Table 13). Either this is terribly

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

worded or a terrible safety target. Irrespective of VMT increases, government transportation authorities should not accept increases over the baseline--especially not after referencing Towards Zero Deaths. DVRPC should rethink the state targets and hold itself accountable to reducing transportation deaths and injuries.

The TIP screening criteria does nothing to mention specific action taken to reduce deaths and injuries for people walking and biking, the groups that have not benefited from safety improvements in recent decades. While AASHTO and the Highway Safety Manual have tried to better take into account the safety of those walking and biking, it has tended to be autocratic. DVRPC should make sure its selection criteria specifically emphasize the importance of lowering deaths and injuries for those walking and biking.

Finally, while it seems the "universal project benefit criteria" aren't really even used, safety shouldn't be one of many criteria, but a criteria that can remove a project. If the project in any way directly or indirectly reduces safety then it should not be on the TIP and probably should be removed if it doesn't have a positive impact on safety.

Bike/Pedestrian Improvements for Roadway Projects

Many of the roadway project descriptions make it clear that bike and pedestrian improvements are afterthoughts. Some state "as road widths allow" which gives the reader no confidence that projects selected were done both out of necessity for road condition, but also with an eye for prioritizing bike and pedestrian safety improvements. Bike and pedestrian safety should not be an afterthought for road projects.

Mix of Spending

Much of the spending fails to improve the transportation system we inherited. While it is necessary to rehabilitate bridges and roads, the TIP should encourage opportunities to improve them. Why aren't the Chestnut St. bridges getting fully protected bike lanes? Why are the JFK bridges where cars dangerously speed only getting a wide sidewalk to accommodate significant numbers of people walking and bicycling? How come few of the road improvements are making conditions better for transit? The TIP supports the rebuilding of mid century infrastructure at 21st century costs without making it a 21st century transportation system.

More of the transit spending should be spent in ways that can bring SEPTA into a state of good report and support future, higher levels of service on existing corridors. This means making sure the road network supports bus and trolley service as well as making sure the regional rail tracks will support more frequency.

There is still too much emphasis on high cost projects supporting single occupancy vehicles and not spending on relatively inexpensive projects. Resurfacing projects, safety improvements, safe spaces for cyclists, etc. are all less expensive, but can make our existing streets safer. The spending almost is not spent in ways that benefit the most people, but is instead spent in ways that benefit the most existing infrastructure. This is especially bad when none of these decisions are tied to good land use planning.

Rob

MPMS: By Frank Tavani Item ID#: 0017

Dear DVRPC,
I believe the following projects are ****NOT**** essential to be funded at this time:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Thank you,
Frank Tavani
Sincerely,
Frank Tavani
105 Kenilworth St

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Philadelphia, PA 19147
2672504858

MPMS: By Abby Lang Item ID#: 0020

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Abby Lang
905 League Street
Philadelphia, PA 19147
2153275504

MPMS: By Abe Cooperman Item ID#: 0021

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Abe Cooperman
2101 Chestnut St Unit 1116
Philadelphia, PA 19103
215-575-0181

MPMS: By Adam Cronrath Item ID#: 0022

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Sincerely,
Alisha Miranda
1113 Winton Street
Philadelphia, PA 19148
8455272422

MPMS: **By Alison Hastings** **Item ID#: 0025**

Dear DVRPC,
I'm a regional resident that uses The Circuit Trails. I support DVRPC and its Board's emphasis on trail finding. These projects are of particular interest to me:
Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Alison Hastings
190 N. Independence Mall West, 8th Floor, ACP Building
Philadelphia, PA 19106
2152382929

MPMS: **By Amarjit Singh** **Item ID#: 0026**

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Amarjit Singh
5 Licia Drive
Broomall, PA 19008
4848029938

MPMS: **By Andrew Mramor** **Item ID#: 0027**

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Andrew Mramor
1420 E Palmer St
Philadelphia, PA 19125
215-922-1124

MPMS: By Andrew Polovoy Item ID#: 0028

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Andrew Polovoy
2809 Welsh Road
Philadelphia, PA 19152
2676797689

MPMS: By Andrew Thomas Item ID#: 0029

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Andrew Thomas
5123 Locust St
Philadelphia, PA 19139
2164963182

MPMS: By Ann Cohen Item ID#: 0030

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Ann Cohen
15 Huntingdon Dr
Southampton, PA 18966
2158054810

MPMS: By Ann VanEerden Item ID#: 0031

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Ann VanEerden
84 Bustleton Pike, Churchville
Southampton, PA 18966
2153550794

MPMS: By Ashley Vogel Item ID#: 0032

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, our regional trail network. They enhance the region providing access to recreational and transportation riding, increasing property values, and bringing trail users who stop to support local businesses.

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Barbara Snyder
203 Hart Alley
Newtown, PA 18940
2159683208

MPMS: By Bob Sheppard Jr

Item ID#: 0035

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Bob Sheppard Jr
Delaire Lnd Rd
Philadelphia, PA 19114
2158500635

MPMS: By Brian Kirk

Item ID#: 0036

Dear DVRPC,
Hello,

First, thanks for considering feedback from citizens. It's an important function.

I'm a weekly bike commuter that both travels to and from work by bike and explores the region via our robust trail system. Continuing investments that support trail systems is not only good for quality of life in the region, but also for the economy. Please listen to this story published by Marketplace about the Penn./Maryland trail system, the Great Allegheny Passage, and how its impacted the local economy:
<https://www.marketplace.org/2018/02/28/economy/some-former-coal-towns-turn-towards-nature-tourism-new-economic-driver>

Today I'm reiterating support for the Bike Coalition's message, below.

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Thank you,
Brian Kirk
Sincerely,
Brian Kirk
314 N 12th St Apt 502
Philadelphia, PA 19107
7179821920

MPMS: By Brian Moore Item ID#: 0037

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Brian Moore
2332 South 20th Street, 2nd floor
Philadelphia, PA 19145
2673255166

MPMS: By Brooke Rothman Item ID#: 0038

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Brooke Rothman
863 N. Woodstock St.
Philadelphia, PA 19130
6092177231

MPMS: By Bruce Salkovitz Item ID#: 0039

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Bruce Salkovitz
174 Lafayette St
Doylestown, PA 18901
2153532449

MPMS: By Carol Fleischman Item ID#: 0040

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Carol Fleischman
146 Simpson Rd Ardmore PA
Ardmore, PA 19003
6105295498

MPMS: By Carol Rowehl Item ID#: 0041

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails. The completed trail segments are great: separated from auto traffic, and often connected with our region's natural resources. However, the connections between Circuit

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

segments have not been completed. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition: .

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Carol Rowehl
602 E Vernon Rd
Philadelphia, PA 19119
215-849-4077

MPMS: By Charles Nuyianes

Item ID#: 0042

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Charles Nuyianes
10925 Waldemire Dr
Philadelphia, PA 19154
2673388991

MPMS: By Chris Holzner

Item ID#: 0043

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Chris Holzner
148 E Rambler Dr
Southampton, PA 18966
2153647348

MPMS: By Chris Stanford

Item ID#: 0044

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
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Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Chris Stanford
909 Harcourt Ln
Harleysville, PA 19438
215-444-0888

MPMS: By Christine Reimert

Item ID#: 0045

Dear DVRPC,

I'm a Pennsylvania resident who uses The Circuit Trails and I'm hoping your continued support will help to further connect this network. The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. The problem is that these completed Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Christine Reimert
3129 Fox Drive
Chalfont, PA 18914
2159180637

MPMS: By Clare Day

Item ID#: 0046

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Clare Day
1918 Mifflin St
Philadelphia, PA 19145
2154987554

MPMS: By Clifford Kellett

Item ID#: 0047

Dear DVRPC,

I'm a Ridley Park Pennsylvania resident that uses The Circuit Trails and commutes to Philadelphia via bicycle. I'm an advocate for Circuit cycling segments are not that well connected to each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

Please take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Clifford Kellett
404 Harrison St
Ridley Park, PA 19078
2158617190

MPMS: By Cory Scott

Item ID#: 0048

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Cory Scott
220 Union Ave
Bridgeport, PA 19405
5708144379

MPMS: By Courtney Crain Item ID#: 0049

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
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Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Courtney Crain
861 N 25th St
Philadelphia, PA 19130
2676408040

MPMS: By Dana Fetch Item ID#: 0050

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
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Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Dana Fetch
988 N 2nd St # 1
Philadelphia, PA 19123
1111111111

MPMS: By Dani Solomon Item ID#: 0051

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Dani Solomon
5038 Springfield Ave.
Philadelphia, PA 19143
3107489371

MPMS: By Daniel Paschall

Item ID#: 0052

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects. Additionally the three projects marked "ECG" below are a part of the East Coast Greenway, being built over 3000 miles from Maine to Florida, so they are of regional and national significance.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845; (ECG)
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853; (ECG)
Philadelphia -Spring Garden Street Greenway MPMS #105850 (ECG)

Sincerely,

Daniel Paschall
1921 Wallace St. Apt 1R
Philadelphia, PA 19130
7037278193

MPMS: By Daniel Safer

Item ID#: 0053

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Daniel Safer
3305 Hamilton St
Philadelphia, PA 19104
0000000000

MPMS: By Danielle Schwartz Item ID#: 0054

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Danielle Schwartz
136 Fernbrook Avenue
Wyncote, PA 19095
2158526397

MPMS: By Dave Burns Item ID#: 0055

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
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Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Dave Burns
1125 N Hancock ST

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Philadelphia, PA 19123
6109370360

MPMS: By Dave Winoski Item ID#: 0056

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Dave Winoski
129 Clamar Ave
Havertown, PA 19083
610227-5824

MPMS: By David Golden Item ID#: 0057

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, and I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Specifically, the Spring Garden Street Greenway is essential to reducing traffic congestion in Philadelphia, and saving lives. The recent death of a cyclist would've been avoided had this project already been complete.

Sincerely,
David Golden
801 S 47TH ST, #302
Philadelphia, PA 19143
5085270869

MPMS: By David Lennon Item ID#: 0058

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

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Various County

that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
David Lennon
115 Black Walnut Lane
Plymouth Meeting, PA 19462
6108250918

MPMS: By David Loeb Item ID#: 0059

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
david loeb
309 florence ave. 221n
Jenkintown, PA 19046
2677602591

MPMS: By David Mcginn Item ID#: 0061

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;

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Comments Received from Individuals

Various County

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Dee Carpenter
926 Masters Way
Harleysville, PA 19438
484-3786483

MPMS: By Dolores Carpenter

Item ID#: 0065

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Dolores Carpenter
926 Masters Way
Harleysville, PA 19438
4843786483

MPMS: By Donald Wilson

Item ID#: 0066

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;

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Comments Received from Individuals

Various County

6096684522

MPMS: **By Douglas Dougherty** **Item ID#: 0069**

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Douglas Dougherty
533 Davis Rd
Cheltenham, PA 19012
4845400032

MPMS: **By Ed Welsman** **Item ID#: 0070**

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Ed Welsman
5206 Alverstone Rd
Clifton Heights, PA 19018
610 284 1890

MPMS: **By Edward Williams** **Item ID#: 0071**

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Edward Williams
205 N Azalea Ct
Glen Mills, PA 19342
6109968868

MPMS: By Elizabeth D. Hemphill-Burns Item ID#: 0072

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Elizabeth D. Hemphill-Burns
301 Village Drive, Apt.370
King of Prussia, PA 19406
2672500823

MPMS: By Elizabeth Hollinger Item ID#: 0073

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Elizabeth Hollinger

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Various County

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Esther Gilbert
323 Crest Park Rd
Philadelphia, PA 19119
2152198877

MPMS: By Frances Liao Item ID#: 0077

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Frances Liao
1546 S Newkirk St
Philadelphia, PA 19146
2156883369

MPMS: By Frann Shore Item ID#: 0078

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

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Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Frann Shore
2401 Pennsylvania Ave, Apt 19c51
Philadelphia, PA 19130
2159645924

MPMS: By Fredric Mirsch Item ID#: 0079

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Fredric Mirsch
2014 Hansell Dr
Bensalem, PA 19020
2156384080

MPMS: By George Benz Item ID#: 0080

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
George Benz
8558 Trumbauer Dr
Glenside, PA 19038
2152332450

MPMS: By Gillian Macauley Item ID#: 0081

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit

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Comments Received from Individuals

Various County

segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

All considerations for bicycle mobility improvements are much appreciated! Any opportunity to improve conditions for cyclers is very important to me and other community members. I personally know many others who would be inspired and feel more compelled because of safety and reasons of ease to begin bicycling with the above mentioned, as well as other, improvements. Thank you for your time and considerations.

Sincerely,
Gillian Macauley
1239 vine st
Philadelphia, PA 19107
2679162044

MPMS: By Greg Lang

Item ID#: 0082

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Greg Lang
1169 S 13th St
Philadelphia, PA 19147
2158051124

MPMS: By Gregory Milbourne

Item ID#: 0083

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Gregory Milbourne
305 S Chester Rd
Swarthmore, PA 19081
6103487780

MPMS: By Hedwig Cerwinka Item ID#: 0084

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Hedwig Cerwinka
105 Bentley Ave
Bala Cynwyd, PA 19004
6106642158

MPMS: By Ira Josephs Item ID#: 0085

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Ira Josephs
499 W Jefferson St Apt 503
Media, PA 19063
6102453745

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

MPMS: **By Isaac Palant** **Item ID#: 0086**

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Isaac Palant
501 N Orange St Apt B3
Media, PA 19063
6106598060

MPMS: **By James Kahn** **Item ID#: 0087**

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails extensively. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Philadelphia -Spring Garden Street Greenway MPMS #105850 (this would likely have prevented the recent death of a bicycle courier).
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484.

Thank you.

Sincerely,
James Kahn
1431 Bainbridge St
Philadelphia, PA 19146
2157714487

MPMS: **By James Moreton** **Item ID#: 0088**

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;

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Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, and I ride my bike to work every day. I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Jesse Lytle
108 S Narberth Ave
Narberth, PA 19072
6106641051

MPMS: By Joanne Bezak Item ID#: 0094

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Joanne Bezak
200 N WYNNEWOOD AVE APT b207
Wynnewood, PA 19096
6096186315

MPMS: By Joanne Delia Item ID#: 0095

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
John Hogan
73 Soldiers Square
Chesterbrook, PA 19087
215-836-1230

MPMS: By John Hollyer Item ID#: 0100

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
John Hollyer
103 blackthorn rd
Wallingford, PA 19086
610-891-0291

MPMS: By John Ramsaur Item ID#: 0101

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails.
I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
John Ramsaur
1914 Spring Garden Street Apt 1
Philadelphia, PA 19130
3023638024

MPMS: By John Seidel Item ID#: 0102

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
john seidel
walnut st
Spring City, PA 19475
6109483333

MPMS: By John Wieme Item ID#: 0103

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
John Wieme
645 S Conestoga Street
Philadelphia, PA 19143
2152756042

MPMS: By Jonathan Seidel Item ID#: 0104

Dear DVRPC,

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Jonathan Seidel
962 Walnut St
Royersford, PA 19468
6109485175

MPMS: By Joseph McQuillan

Item ID#: 0105

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Joseph McQuillan
29 Hilltop Rd.
Philadelphia, PA 19118
215-948-3140

MPMS: By Joshua Bryson

Item ID#: 0106

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Joshua Bryson
1542 Silo Rd
Yardley, PA 19067
5135153990

MPMS: **By Julia Tackett** **Item ID#: 0107**

Dear DVRPC,
Hello,

I am a lifelong Philadelphia resident and city cyclist of 16 years. I wear a helmet, I signal turns, I have lights and bells for safety and predictability, and yet whatever precautions I may take, the activity of cyclist within arm's reach of cars going 35 miles per hour will always be dangerous. I use and am very grateful for existing bicycle lanes and separated bicycle trails. The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Cycling is financially- and environmentally-friendly, and a great resource for exercise. We should be encouraging it, and that includes prioritizing and moving forward with trails that remove barriers for cyclists who are afraid of riding in streets next to cars that seem to have little regard for us.

Thank you for your time and consideration,
Sincerely,
Julia Tackett
1114 South Franklin Street
Philadelphia, PA 19147
9174840567

MPMS: **By Juliann Pinto** **Item ID#: 0108**

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Juliann Pinto
4438 Pennypack St
Philadelphia, PA 19136
2153380352

MPMS: **By Karin Annerhed-Harris** **Item ID#: 0109**

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Karin Annerhed-Harris
236 E Roumfort Rd
Philadelphia, PA 19119
2158066450

MPMS: **By Karl Fetzer** **Item ID#: 0110**

Dear DVRPC,
I am writing to express support for any projects that will extend and connect the trails of Philadelphia and its suburbs! Although I haven't been an avid bicyclist in the past, I recently had the pleasure of riding the Pennypack Trail from Huntingdon Valley to Rockledge and back. I am very excited that this trail is being extended into Southampton shortly. I think more people in our area should have the opportunity to experience trails like this local to them.

The recent death of Pablo Avendano (<https://www.phillymag.com/news/2018/05/14/bike-courier-killed-spring-garden/>) highlights the need to separate motorized traffic from pedestrian and bicycle traffic. Although urban cycling is quite different from trail riding, creating space for such activities makes them both safer!

As a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. However, the complete Circuit segments are not that well connected with each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Thank you for your time,
Karl Fetzer
Sincerely,
Karl Fetzer
283 N 2nd Street Pike
Churchville, PA 18966
5169961977

MPMS: By Kathleen Henry

Item ID#: 0111

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Kathleen Henry
1738 Folsom Street
Philadelphia, PA 19130
2158001749

MPMS: By Kathryn Rosse

Item ID#: 0112

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Kathryn Rosse
1919 Chestnut Street #804
Philadelphia, PA 19103
2158640132

MPMS: By Kirk Wangenstein

Item ID#: 0113

Dear DVRPC,

Friday, June 22, 2018

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Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

I live in Philadelphia and I love to ride my bike on The Circuit Trails.

Please push along the following projects, which have been prioritized by the Circuit Coalition:

Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Kirk Wangenstein
4300 Spruce ST A301
Philadelphia, PA 19104
8023996808

MPMS: By Krista Schroeder Item ID#: 0114

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Krista Schroeder
2513 Waverly Street
Philadelphia, PA 19146
9097633647

MPMS: By Lane Fike Item ID#: 0115

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Lane Fike
129 S 30th St
Philadelphia, PA 19104

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Leonard Bonarek
449 S 48th St
Philadelphia, PA 19143
2156678419

MPMS: By Linda Blythe Item ID#: 0119

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. While the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Linda Blythe
4433 Osage Ave
Philadelphia, PA 19104
2153873370

MPMS: By Lindsay Woodruff Item ID#: 0120

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Lindsay Woodruff

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Lonnie Hovey
610 Fariston Dr
Wynnewood, PA 19096
215-219-3755

MPMS: By Louis Peirce Item ID#: 0124

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Louis Peirce
146 Erdenheim Rd
Glenside, PA 19038
2158365172

MPMS: By Lucas Mueller Item ID#: 0125

Dear DVRPC,

I'm a Philadelphia and Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Lucas Mueller
120 South 53rd Street
Philadelphia, PA 19139
8572105794

MPMS: By Lyn Hedrick Item ID#: 0126

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Lyn Hedrick
644 Rively Ave. Collingdale,Pa
Collingdale, PA 19023
610-583-5267

MPMS: By Manny Menendez Item ID#: 0127

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Manny Menendez
1190 Beaumont RD
Berwyn, PA 19312
6102910625

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

MPMS: **By Margaret Turcich** **Item ID#: 0128**

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Margaret Turcich
1017 N 4th St, 1st floor
Philadelphia, PA 19123
2159259194

MPMS: **By Maria Nonemaker** **Item ID#: 0129**

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Maria Nonemaker
1616 Pine St, Apt C11
Philadelphia, PA 19103
6103485012

MPMS: **By Marissa Sudol** **Item ID#: 0130**

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Marissa Sudol
2013 Fitzwater St # 1
Philadelphia, PA 19146
6092711888

MPMS: By Mark Davis

Item ID#: 0131

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Mark Davis
973 Corn Crib Drive
Huntingdon Valley, PA 19006
12674710466

MPMS: By Mark Mumbauer

Item ID#: 0132

Dear DVRPC,
Hello,

My son and I commute by bicycle 15 miles a day, from Kensington and W Philly. On the weekend, our family loves to bike, and providing support to local trails, especially ones like these, are appreciated!

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Dear DVRPC,

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

I especially hope you will push for the Spring Garden Street Greenway, given the tragic death that occurred along that road last weekend.

Sincerely,
Matt Zapson
1628 Mount Vernon St. #3F
Philadelphia, PA 19130
5165105778

MPMS: By Matthew Palombaro Item ID#: 0136

Dear DVRPC,

I'm a Montgomery County , Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Matthew Palombaro
238 E Glenside Av
Glenside, PA 19038
2678088941

MPMS: By Meagan Cusack Item ID#: 0137

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Comments Received from Individuals

Various County

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Meagan Cusack
1023 E Moyamensing Ave, Unit C
Philadelphia, PA 19147
5129126750

MPMS: By Melissa shipenberg Item ID#: 0138

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Melissa shipenberg
28 chestnut street
Bala Cynwyd, PA 19004
215-280-6368

MPMS: By Michael Albany Item ID#: 0139

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Michael Albany
PO Box 18982
Philadelphia, PA 19119
6104760862

MPMS: By Michael Del Vecchio Item ID#: 0140

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Michael Del Vecchio
6211 N Fairhill St
Philadelphia, PA 19126
2153569712

MPMS: By Michael Dennery Jr Item ID#: 0141

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Michael Dennery Jr
1911 Green Street, Apt 7
Philadelphia, PA 19130
2158058305

MPMS: By Michael Gaunt Item ID#: 0142

Dear DVRPC,

I'm a Montgomery County, Pennsylvania resident that uses The Circuit Trails for commuting (e.g., the Power Line Trail) and recreational (e.g., the Green Ribbon Preserve Trail, Perkiomen Trail, 202 Parkway Trail, Skippack Trail) activities, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. However, the complete Circuit segments are not that well connected

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Michael Gaunt
1930 Lafayette Road
Lansdale, PA 19446
215-350-6914

MPMS: By Michael Heller

Item ID#: 0143

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Michael Heller
30 East Jefferson Street
Media, PA 19063
2155195279

MPMS: By Michael Warrington

Item ID#: 0144

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

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Various County

Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Michael Warrington
2317 Tulip St
Philadelphia, PA 19125
2677014019

MPMS: By Mike Dellapenna Item ID#: 0145

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Mike Dellapenna
2 Fairway Dr
Malvern, PA 19355
6106446171

MPMS: By Mike Narcowich Item ID#: 0146

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Mike Narcowich
735 Hathaway Lane
Ardmore, PA 19003
6108961805

MPMS: By Molly Duffy Item ID#: 0147

Dear DVRPC,

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Molly Duffy
118 Fennerton Rd.
Paoli, PA 19301
4848865853

MPMS: By Neil Schmerling

Item ID#: 0148

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Neil Schmerling
7602 Dorcas Street
Philadelphia, PA 19111
2158058483

MPMS: By Ogden Mitchell

Item ID#: 0149

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Ogden Mitchell
4123 Spring Garden St
Philadelphia, PA 19104
2678808981

MPMS: **By P. John Paulson** **Item ID#: 0150**

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
- The first phase of this project took 23 years to complete. Please make Phase 2 quicker

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
P. John Paulson
372 Mount Alverno Rd
Media, PA 19063
6105651863

MPMS: **By Patrick Sherlock** **Item ID#: 0151**

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. Using construction funding to connect more of these segments to each other will make the whole even greater! Thanks for your consideration. -Patrick

Sincerely,
Patrick Sherlock
435 E Flora St
Philadelphia, PA 19125

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

7328149563

MPMS: By Patrick Walsh **Item ID#: 0152**

Dear DVRPC,

I commute by bike on the trails to my job at UPENN, where I am a faculty member. I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Patrick Walsh
304 Williams Rd
Fort Washington, PA 19034
2154320365

MPMS: By Paul Edelstein **Item ID#: 0153**

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Paul Edelstein
1608 Waverly Rd
Gladwyne, PA 19035
6106490942

MPMS: By Peter Furcht **Item ID#: 0154**

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Peter Furcht
417 Berkley Rd
Haverford, PA 19041
6106580623

MPMS: By Purnima Barve

Item ID#: 0155

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Purnima Barve
427 Dorothy Drive
King of Prussia, PA 19406
6107249398

MPMS: By Robert Duplessis

Item ID#: 0156

Dear DVRPC,

I'm a Pennsylvania resident who uses portions of The Circuit Trails, but I find it disconcerting and a bit disappointing that while the trail segments that are complete are great--separated from auto traffic, and often connected with our region's natural resources--they are discontinuous. That is, the completed Circuit segments are not very well connected with each other. At the same time, I understand, there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects. But there are important projects that could help the problem of non-connectivity.

That's why I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Thank you for your attention.

Sincerely,
ROBERT DUPLESSIS
413 S 24th St
Philadelphia, PA 19146
2155452728

MPMS: By Rachel Edelman Item ID#: 0157

Dear DVRPC,

As a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery - Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia - Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia - Spring Garden Street Greenway MPMS #105850

Thanks so much!
Sincerely,
Rachel Edelman
32 Westview St
Philadelphia, PA 19119
2153700326

MPMS: By Rachel Isenberg Item ID#: 0158

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Rachel Isenberg
1206 Rodman St
Philadelphia, PA 19147
2154355808

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Richard Sands
1806 Hilltop Rd
Jenkintown, PA 19046
2159012561

MPMS: By Robert Duncan

Item ID#: 0162

Dear DVRPC,

I'm a Pennsylvania resident who sees The Circuit Trails as having huge potential for the livability of this region and for making the region a healthy and attractive place for new residents. To live up to that promise, the completed Circuit segments need to be connected with each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Robert Duncan
244 S 46th St
Philadelphia, PA 19139
2159208750

MPMS: By Robert Perry

Item ID#: 0163

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Robert Perry
708 Ellsworth St
Philadelphia, PA 19147
2152389880

MPMS: By Robin Irizarry Item ID#: 0164

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
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Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Robin Irizarry
4500 Worth Street
Philadelphia, PA 19124
215-744-1853

MPMS: By Rory Boyle Item ID#: 0165

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails. I'm conflicted. The trail segments that are complete are great because they are separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not is well connected with each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Rory Boyle
322 Delancey
Philadelphia, PA 19106
6462567930

MPMS: By Sarah Stuart Item ID#: 0166

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Sarah Stuart
113 N. Van Pelt Street
Philadelphia, PA 19103
2155451222

MPMS: By Scott Valentine Item ID#: 0167

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Scott Valentine
1459 E Cheltenham Ave
Philadelphia, PA 19124
215-743-6020

MPMS: By Sean Collins Item ID#: 0168

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Philadelphia - Spring Garden Street Greenway MPMS #105850
Sincerely,
Sean Collins
1310 S 7th Street
Philadelphia, PA 19147
6102122835

MPMS: By Sherley Young Item ID#: 0169

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Sherley Young
210 W. Washington Square, Apt 4NW
Philadelphia, PA 19106
2158284119

MPMS: By Silvia Ascarelli Item ID#: 0170

Dear DVRPC,
I'm a New Jersey resident who uses The Circuit Trails. I love the Lawrence Hopewell Trail, the Schuylkill River Trail is amazing, I've ridden much of the D&R Canal, some of the D&L Trail and I'll be spending this Sunday exploring the Pennypack Trail. So I bicycle on both sides of the state line. Plus I'm a huge, huge fan of the East Coast Greenway and the impact it can have on communities large and small. I've biked well over half its 3,000 miles.

While the Circuit trail segments that are complete are great -- separated from auto traffic, and often connected with our region's natural resources -- they, like the East Coast Greenway segments, need to be stitched together to realize their full potential.

I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel-ready" projects. Let's use it to push along the Circuit! It's great for residents' quality of life ... and I don't need to remind you that Amazon asked about trails and bike infrastructure in its HQ2 RFP. It's not the only company thinking that way.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Thank you! Here's to a healthier, more economically vibrant Greater Philadelphia!

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Sincerely,
Silvia Ascarelli
27 Melville Road
Princeton Junction, NJ 08550
6097990687

MPMS: By Spencer Shelly Item ID#: 0171

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Spencer Shelly
Doylestown
Doylestown, PA 18902
3026526587

MPMS: By Stan Barndt Item ID#: 0172

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Stan Barndt
3505 Gloucester Ln
Philadelphia, PA 19114
2158505404

MPMS: By Sterling Johnson Item ID#: 0173

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Sterling Johnson
715 E Phil Ellena St
Philadelphia, PA 19119
2157351699

MPMS: By Steve Klein

Item ID#: 0174

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Steve Klein
1923 W. George St.
Philadelphia, PA 19130
2152849608

MPMS: By Steve Saddle mire

Item ID#: 0175

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Steve Saddlemire
88 Deborah Rd
Richboro, PA 18954
2153640992

MPMS: By Steven Furber

Item ID#: 0176

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Steven Furber
160 Beulah Road Doylestown
Doylestown, PA 18901
2672216315

MPMS: By Stuart Baird

Item ID#: 0177

Dear DVRPC,

I'm a Pennsylvania resident that uses some of the Circuit Trails. The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. It would be even better if the various segments were connected with each other, with the highest priority being the Chester Valley Trail to the Schuylkill River Trail. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Stuart Baird
479 Old Forge Crossing

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Susan Shulman
47 W. Wildey St., Philadelphia
Philadelphia, PA 19123
12159642730

MPMS: By Terry Curtin Item ID#: 0181

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Terry Curtin
11 Ronald Circle
Oreland, PA 19075
215-817-5619

MPMS: By Theresa Grimes Item ID#: 0182

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Theresa Grimes
71 Township Line Rd
Line Lexington, PA 18932
2159977991

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

MPMS: By Thomas Lawn **Item ID#: 0183**

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
thomas lawn
1712 Wylie St
Philadelphia, PA 19130
4086349861

MPMS: By Thomas Tompkins **Item ID#: 0184**

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Thomas Tompkins
21 Cherry st
Willow Grove, PA 19090
2679707200

MPMS: By Thomas Vernon **Item ID#: 0185**

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Thomas Vernon
2134 Spring St
Philadelphia, PA 19103
2155687811

MPMS: By Tim Suba

Item ID#: 0186

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Chester Valley Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Tim Suba
1701 Locust St Unit 1715
Philadelphia, PA 19103
5713311340

MPMS: By Todd Lane

Item ID#: 0187

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Todd Lane
2412 Spruce Street
Philadelphia, PA 19103

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

2672510044

MPMS: By Tom Leahy Item ID#: 0188

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Tom Leahy
495 Shakespeare Dr
Collegeville, PA 19426
6104897161

MPMS: By Tracy Galloway Item ID#: 0190

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Tracy Galloway
1636 kater st
Philadelphia, PA 19146
8083710867

MPMS: By Wendy Ankrom Item ID#: 0191

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Wendy Ankrom
102 Cliff Ter
Wyncote, PA 19095
2152051628

MPMS: By Wesley Goodman-Levy Item ID#: 0192

Dear DVRPC,

I'm a Pennsylvania resident that uses some of the Circuit Trails. I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition at a rate where people who live here may actually see the change within a reasonable amount of time.

Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Also, I think you would do well to get the Trails along the Delaware river on the Philadelphia side moving as so many educated middle class people are moving into that area and are asking for better bike paths comparable to Schuylkill River trail.

Sincerely,
Wesley Goodman-Levy
2042 E Fletcher ST
Philadelphia, PA 19125
5109101129

MPMS: By William Ambruster Item ID#: 0193

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
William Ambruster

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

475 Penncrest Dr
Langhorne, PA 19047
609-326-4144

MPMS: **By William McDevitt** **Item ID#: 0194**

Dear DVRPC,
Few projects produce more productive results in reducing medical costs and preserving the environment than The Circuit Trails.

I'm a Pennsylvania resident that uses The Circuit Trails. The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. However, the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
William McDevitt
57 Colonial Dr
Havertown, PA 19083
6102591250

MPMS: **By William Oliver** **Item ID#: 0195**

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
William Oliver
116 Exeter Road
Devon, PA 19333
610-496-7043

MPMS: **By William Tung** **Item ID#: 0196**

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Various County

segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
William Tung
5120 Springfield Ave
Philadelphia, PA 19143
9732225690

Comments Received from Planning Partners

Delaware County

MPMS: By Tom Shaffer - Delaware County Planning Department Item ID#: 0197

I commend you and the rest of the DVRPC staff, PennDOT, the other member governments, and SEPTA on the development of the draft FY 2019-2022 TIP.

The following comments are editorial in nature, except for comment 9:

1. P. 22, 4th line: the projects are listed in Table 8.
2. P. 34, TIP Equity Analysis, 1st line: what is section 2.10.2?
3. Pp. 34 & 35: the total amount of investment planned for mappable projects is shown as two different figures in the 4th line of p. 34 and under the Table 10 heading on p. 35.
4. P. 37, Table 11, 4th column (12 Year Cost) heading should include "(1000s)."
5. P. 45, Progress toward Targets section, end of 1st and 2nd bullets: should Table "Y" be changed to Table "14"?
6. P. 66, Figure 7: Page numbers in seven of the boxes are incorrect and should be changed where they refer the reader to explanations or discussions.
7. P. 161, MPMS 15008 Folcroft Avenue Bridge: Improvement Type should be "Bridge Removal." It will not be repaired or replaced.
8. P. 163, MPMS 15225 Ardmore Avenue Bridge: Estimated Letting is 3/1/2018. This should be updated or, if already let, the project should be removed from the TIP.
9. P. 169, MPMS 69817 US 322, Project description: PennDOT should provide wording for the element of the project that will improve Chelsea Parkway, since it is not included in the description.
10. P. 174 MPMS 88407 I-95 Overhead Bridges: A let date should be shown since this project is under construction.
11. P. 176 MPMS 92739 Glenn Riddle o/Chrome Run: The title and description should be amended to correct the spelling – "Glen" is misspelled; in the description, "rehabilitation" is misspelled and the word "Creek" should be deleted. Is there a let date?

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Planning Partners

Delaware County

12. P. 178 MPMS 93105 State Rd o/Darby Creek, Municipalities: name of township is "Upper Darby," not "Darby" Township. Is there a let date? Limits: "in Sprin" can be deleted.
13. P. 179 MPMS 95429 US 202 and US 1 Loop Road: Limits should be changed to "202/1 intersection and loop road." In 4th line of description, "le" should be changed to "left."
14. P. 182 MPMS 98218 South Avenue: in first line of description "Mulford" is misspelled.
15. P. 189 MPMS 110952 MacDade Blvd. and 110965 Marshall Road, "Media" should be deleted from Municipalities.
16. P. 190 MPMS 111021 Bethel Road Roundabout: "Bethel" is misspelled in three places. "Roundabout" is misspelled in title.
17. P. 338 MPMS 15407 Villanova Intermodal Station: Phase 1 of this project is under construction. Is there a let date?
18. P. 351 MPMS 60636 Elwyn to Wawa Rail Restoration: This project is under construction. Is there a let date?

Comments Received from Organizations/Agencies

Bucks County

MPMS: 88083 **By Sue Herman - Residents for Regional Traffic Solutions, Inc.** **Item ID#: 0198**

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

Draft DVRPC FY 2019 Transportation Improvement Program (TIP) for Pennsylvania
WRITTEN TESTIMONY SUBMISSION: May 27, 2018 # Pages: 372, #Attachments: 10+flash drive

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

OBJECTIVE:

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

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

The new plan, which is the current FY2019 Stoopville Road Improvements - Phase 2 (MPMS# 88083), misdirects funds to an intersection upgrade at Route 413 and Stoopville Road. This intersection expansion is inappropriate and not necessary. The new plan misses a serious safety problem with storm water management along the entire length of Stoopville Road. Stoopville Road Improvements- Phase 2 (MPMS# 88083) should have addressed storm water management flooding problems and funds should have been allocated to address safety issues along Stoopville Road before being reallocated to upgrade and expand any intersections.

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

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Bucks County

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

This expansion project will exacerbate an already volatile public safety issue that exists on Stoopville and Lindenhurst Roads. With great disregard for the safety of residents and travelers along these roads, the DVRPC and certain politicians continue their quest to construct an expressway in bits and pieces along Stoopville, Lindenhurst, and Swamp Roads. The expressway will facilitate future connection of Interstate 78 to Interstate 95, a "Northern Bypass". In the DVRPC's published plan titled 1988 Newtown Township Traffic Study, there will be two (2) southern ends of the expressway: one that runs along Stoopville and Lindenhurst Roads (the plan shows it running along an extended Silver Lake Road, but due to development impacts, it will now run along Lindenhurst Road) and one that runs along Swamp Road.

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

- Attachment II is a 7/29/08 letter from RRTS to the Regional Traffic Planning Task Force RE: Presentation of inventories of RRTS letters to the Regional Traffic Planning Task Force (RTPTF) at the 7/29/08 RTPTF meeting. The 7/29/08 letter, which is 189 pages long, clearly describes the volatile public safety issue that exists on our roads. Note that State Representatives David Steil and Scott Petri were Co-Chairs of the Regional Traffic Planning Task Force.

- Attachment III is RRTS's 6/3/04 Written Testimony Submission to the DVRPC regarding the Draft DVRPC FY2005 TIP (PA), Project Name: Stoopville Road Rehabilitation Project. Amongst other things, this 67-page document includes: communications from the Pennsbury and Council Rock School Districts and Grey Nun Academy that focus on the traffic safety crisis, a resolution from Eagleton Farms Homeowners Association, and a CD-ROM entitled "BYPASSING THE BYPASS" that graphically shows the dangers of heavy truck traffic running through heavily residentially developed neighborhoods. (Note: We've enclosed a flash drive that contains the video from the CD-ROM.)

SUMMARY:

- Residents for Regional Traffic Solutions, Inc. (RRTS) is a regional citizens' group. Members are from Lower Makefield, Upper Makefield, Newtown, Wrightstown, and Northampton Townships and the organization represents well in excess of 9,000 residents.

- The project, as currently written, has abandoned the Multi-Use Trail, and much-needed accompanying storm water management, that was to run the full-length of Stoopville Road in the original plan for Stoopville Road Improvements-Phase 2. The Multi-Use Trail would have connected thousands of residents who live in neighborhoods along this dangerous road. Stoopville Road is a Minor Collector Road comprised of a heavily developed residential community, with the potential for a minimum of several hundred additional homes, making the safety of residents and their children a major concern. Even with the benefits of traffic calming installed in Stoopville Road Improvements-Phase 1, Stoopville Road continues to be a volatile public safety issue due to the high volume of truck traffic coming from the four (4) Swamp Road quarries. Quarry truck traffic is compelled to push the speed limit, as drivers are paid by the load and the industry often promises on-time deliveries.

- Residents who live along Stoopville Road are prisoners in their neighborhoods. It is unconscionable that this project abandons the "Complete Streets" goal of providing a safe way for residents to walk and bike to: each other's homes, two (2) churches located on Stoopville Road, a convenience store at Stoopville Road and Route 532, the future Bucks County Veterans Park at Route 532 and Highland Road, the Federal Veterans Cemetery on Highland Road, and the Lower Makefield Township trail system which leads to the Garden of Reflection 9-11 Memorial on Woodside Road AND the Delaware Canal.

- Instead, Phase 2 of the project has been changed to accomplish the upgrade and expansion of an intersection in neighboring Wrightstown Township, the intersection of Stoopville Road and Route 413 (Durham Road). RRTS OPPOSES the expansion of this intersection as, per the DVRPC's 1988 Newtown Township Traffic Study ("1988 Study"), this upgrade is a critical part of construction of a major North/South expressway that will connect Interstate-78 to Interstate-95. In the "1988 Study", this North/ South expressway was known as the "Northern Bypass". Today, it is known as an "Emerging/ Regional Corridor".

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Bucks County

- In addition to jeopardizing the safety of residents and travelers, this back door effort to construct the expressway in bits and pieces sells out the residents of Bucks County who cherish the unique and priceless open space character that exists today. The expressway will create uncontrollable growth and building that will significantly change the character and quality of life in our region.
- In the DVRPC's published study titled 1988 Newtown Township Traffic Study, there will be two (2) southern ends of the expressway: one that runs along Stoopville and Lindenhurst Roads (the study shows it running along an extended Silver Lake Road, but due to development, it will now run along Lindenhurst Road) and one that runs along Swamp Road. Page 1 of Attachment IV is a map of the North/ South expressway that was discussed by a regional Traffic Advisory Committee back in the early 1990's. Meeting minutes document the discussions.
- Pages 2 -3 of Attachment IV show a map of the North/ South expressway that appeared in a March 2006 DVRPC publication titled "EXECUTIVE SUMMARY: LIMITING TRAFFIC CONGESTION AND ACHIEVING REGIONAL GOALS". The expressway runs along Route 611 to Interstate-95 and is referenced in the legend as an "Emerging/ Regional Corridor".
- In the DVRPC's 1988 Newtown Township Traffic Study, the "Northern Bypass Alternative" was studied. One end was along Stoopville Road and an extended Silver Lake Road on the East side of Newtown Borough. The other end was along Swamp Road on the West side of Newtown Borough. The following excerpts are from the section of the 1988 Newtown Township Traffic Study that was titled "Northern Bypass Alternative":

(a) Page #61 (see pages 4-5, Attachment IV) is a map titled "Year 2000 Highway Network Northern Bypass Scenario". This map continues to be relevant today, as it is customary for the DVRPC to do Long Range Planning (federal mandate is for a minimum 20-year planning horizon). The map shows the "Northern Bypass" as an upgraded Stoopville Road connected to an extended Upper Silver Lake Road. Today, because of development impacts, the "Northern Bypass" would run along Lindenhurst Road rather than an extended Upper Silver Lake Road.

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

(b) Page #62 states, "It is further recommended that Buck Road, Swamp Road, and Durham Road be widened to 4 lanes ... " Note that in the not too distant past, PennDOT - working with the DVRPC - tried to expand Swamp Road to accommodate the 4-lane plan. The community rejected this despite pressure from Penn DOT and it has, at least temporarily, been stopped.

© Page #64 states, "Some of the benefits of the northern bypass scenario, in particular the diversion of gravel trucks, may be achieved with limited improvements to Stoopville Road."

(d) Page #60 states, "Level of service on ... Durham Road [Route 413] will be a function of the signalized intersections."

€ Page #73 states,
"Highway Improvement Program,
Five Year Plan
Durham Road/ Stoopville Road Turn Lane & Signalization"

NOTE THAT THESE ARE THE IMPROVEMENTS BEING DONE IN THE CURRENT FY2019 Stoopville Road Improvements-Phase 2 (MPMS# 88083)

- In 2001, under the leadership of State Representative David Steil, there was a plan made to construct the "Northern Bypass" along Stoopville and an extended Silver Lake Road. The plan was stopped due to opposition from citizens. Today, because of development impacts, the "Northern Bypass" would have to be constructed along Stoopville and Lindenhurst Roads where there is in excess of 130 points of access, most residential driveways. (To view the points of access, see Traffic Flow Map on page 11, Attachment 111.)
- In 2007 /2008, residents successfully opposed the roundabout that Representatives David Steil and Scott Petri and the DVRPC advocated for at the intersection of Stoopville and Washington Crossing Roads, as it would have realigned Stoopville Road to facilitate construction of a future expressway. The dead give-away that the roundabout was a key component of the "Northern Bypass" (now known as an "Emerging/Regional Corridor") can be found in a 5/12/08 Bucks County Courier Times Letter to the Editor written by David Steil and Jay Roth III, an engineer

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Bucks County

consultant for the DVRPC's Bucks County Regional Traffic Study. In the Letter to the Editor titled "Don't scoff at better, modern roundabouts", Representative Steil recommended the roundabout because of "the unique geometric and traffic conditions in an area poised for growth and change." (See Attachment V)

Representative Steil's view was consistent with a previous statement he made in a 6/20/02 letter to the President of RRTS in which he stated, "I would disagree with your characterization of Stoopville Road as a 'residential route' and a later reference as it being a 'minor residential collector road'. It is neither of those. It is a state highway. It is clearly an arterial route, routing traffic flows over four municipalities. Again, that is my opinion." (See Attachment VI)

- Residents were highly concerned about the proceedings of the Regional Traffic Planning Task Force (RTPTF), which was headed by State Representatives David Steil and Scott Petri from June 17, 2004 through July 29, 2008.

(a) At the first RTPTF meeting on 6/17 /04, Representative Steil dictated that no formal minutes would be taken. Residents opposed this and fought to have minutes taken (see page 11, Attachment II: 7/20/04 letter from RRTS to Representative Steil and Steve Santarsiero RE: RTPTF/ Southeastern Bucks League of Municipalities- Request for separate meeting dates and formal minutes).

(b) At the 3/31/05 RTPTF meeting, residents were shocked to learn that the DVRPC would be the consultant for the RTPTF (see Attachment VII, "Public comment made by Sue Herman at the 4/13/05 Newtown Township Board of Supervisors meeting"). The RTPTF had promised one thing and delivered another. The minutes from the January 2005 RTPTF meeting stated that PennDOT Harrisburg would use Gannett Flemming to do the regional traffic study for the RTPTF. Residents liked this, as Gannett Flemming's main office was located outside of the region. It seemed that this would provide much-needed objectivity, since for over thirty years, there had been a history of truck traffic being manipulated within our region (see Attachment III).

© After four (4) years of RTPTF meetings, at a cost to taxpayers of four hundred thousand dollars (\$400,000), the DVRPC published its recommendations in a document titled Bucks County Regional Traffic Study (BCRTS). It was no surprise that the outcome of the BCRTS was what was wanted in the first place- it supported the construction of the "Northern Bypass or Emerging/Regional Corridor", the North/South expressway to connect Interstate-78 to Interstate-95.

(d) The DVRPC mishandled the publication of the BCRTS, neglecting to take into account the comments that the seven (7) participating municipalities made regarding the Draft BCRTS and neglecting to give the municipalities an opportunity to discuss their comments at a RTPTF meeting. (See pages 84-87, Attachment II: 12/10/07 letter from RRTS to Barry Seymour RE: Residents demand addendum to 10/07 Bucks Co. Regional Traffic Study Final Report.)

€ Due to pressure from the municipalities and RRTS, the DVRPC published an Addendum to the BCRTS in hard copy and on its website. In January 2008, RRTS downloaded the Addendum from the project website (see Attachment VIII, 1/11/08 memorandum from Jerry Coyne to the Managers of the seven participating municipalities, SUBJECT: Addendum to the Bucks County Regional Traffic Study Final Report (October 2007) - Copies of Municipal/Task Force Correspondence. This Attachment contains 86 pages.)

Also, the DVRPC neglected to put its logo on the label of the CD-ROM titled "Bucks County Regional Traffic Study". It is alarming that Mr. Seymour declined RRTS's request that a replacement CD-ROM be issued that includes the January 2008 Addendum to Final Report and is properly labeled with the DVRPC's logo [see pages 91-92, Attachment II: 3/18/08 letter from RRTS to Barry Seymour, Don Shanis, and Jerry Coyne SUBJECT: Mr. Seymour's 3/5/08 letter to RRTS Re: Bucks County Regional Traffic Study (BCRTS) Report Addendum]. A picture of the CD-ROM label without the DVRPC logo can be found in Attachment IX, along with Barry Seymour's 3/5/08 letter to RRTS Re: BCRTS Report Addendum.

RRTS is currently unable to access the January 2008 Addendum to Final Report when doing a search on the DVRPC's website regarding the Bucks County Regional Traffic Study (BCRTS). We respectfully request that the DVRPC Public Affairs Department provide instruction as to how to access this addendum and accompanying BCRTS.

- Attachment X is a resolution that was approved at the 3/19/08 Lower Makefield Township Board of Supervisors meeting. The resolution is titled "Resolution Regarding the Bucks County Regional Traffic Study Report (dated October 2007) and the January 2008 Addendum to the Report". The last sentence of the resolution says, "BE IT FURTHER RESOLVED, that the Lower Makefield Township Board of Supervisors opposes the BCRTS and the January 2008 Addendum to Final Report."

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Bucks County

[NOTE: The full 372-page comment, including 10 attachments and flash drive, is available in the DVRPC Resource Center for review.]

Chester County

MPMS: 93588 By Mimi Gleason - West Whiteland Township Item ID#: 0199

West Whiteland Township supports the funding programmed for Phases 1, 2 and 3 of the Exton Station Improvement Project (MPMS#93588). We are pleased that Phase 1 construction of high-level platforms, a new station building and other improvements soon will be completed and we look forward to Phases 2 and 3, with their promise for increased bus service, drop off areas and parking.

Exton Station currently is one of the busiest stations on the Paoli Thorndale rail line. Chester County's population is expected to increase by 150,000 people over the next 30 years, which only will increase demand for transportation options in commercial centers like Exton. The Main Street at Exton lifestyle center, as well as other commercial destinations including Exton Square Mall, will have easier access to the station when West Whiteland's multi-modal funded project to construct a bike and pedestrian path from the Chester Valley Trail to Exton Station is complete next year. However, the station still will not be easily accessed by its closest residential neighbors. There are over 1,000 housing units within one-half mile of the station, but most of those residents do not have easy bike or pedestrian access because of highway obstacles or lack of connected pathways. Furthermore, the two-lane pinch point on Pottstown Pike (PA 100) by the station creates significant congestion that occurs seven days a week – far beyond the usual rush hour peaks – restricting access that much more and discouraging commuters from using the station.

As a result, station accessibility is a priority for West Whiteland Township. We recently completed a TCDI-funded feasibility study for congestion mitigation and accessibility improvements on Pottstown Pike by Exton Station. The study committee included representatives from DVRPC, SEPTA, Chester County and neighboring commercial and residential developments. Concurrently, Township staff participated in the steering committee for DVRPC's Exton Train Station Concept Plan, which anticipates the planned improvements for Exton Station and prioritizes related improvements needed to accommodate them. Both studies recommend creating a four-way intersection at Pottstown Pike, Mountain View Drive/Walkertown Road and Whiteland Woods Boulevard. The new intersection would allow for multi-modal access to the station for neighboring residents and begin to address the significant congestion that exists on Pottstown Pike by the train station today. West Whiteland's feasibility study also confirmed that a third northbound lane on Pottstown Pike from the station to the Route 30 bypass can fit within existing infrastructure. Without that lane, the two-lane pinch point will continue to limit access to the station, making future plans for the station difficult to implement. West Whiteland Township intends to further develop plans for these recommended road improvements around Exton Station and hopes that these projects will be considered for future funding.

Thank you for taking our comments. West Whiteland welcomes the opportunity to work with SEPTA, DVRPC, PennDOT, Chester County and other partners to see that all of the planned improvements for Exton Station come to fruition.

Mimi Gleason
Township Manager
West Whiteland Township
610-363-1760

MPMS: By Bill Miller - Uwchlan Township Item ID#: 0200

May 18, 2018

PA TIP Comments
c/o DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Chester County

Re: FY 2019 DRAFT PA TIP
PA 113 - US 30 Bypass to Peck Road
Uwchlan Township, Chester County

As you are most certainly aware, the PA Route 113 roadway "widening" project from the US 30 Bypass to Peck Road is a priority project for Chester County and is listed on their 2017 Chester County Priority Transportation List. Uwchlan Township is incredibly disappointed that this project is not listed on the PA 2019 Draft TIP. It is the Townships understanding, that both DVRPC and PennDOT chose not to fund any projects that are considered "capacity adding", with the exception of the US 30 Bypass Widening Project. In actuality, the Route 113 "Widening" Project is not so much of an actual widening and capacity adding project as it is a project to remove an existing pinch point on a heavily traveled road, which will become more heavily traveled once the proposed improvements of the US 30 Bypass project are realized. The goal of the Rt 113 Widening is to eliminate the short, less than one mile, distance north of the bypass where the roadway section is constricted from a three and four lane cross-section down to just two lanes prior to widening out to a four and five lane cross-section for a 3.5 mile distance ending at Jennifer Drive.

Uwchlan Township has spearheaded many partnership "capacity adding" projects in the past and those past projects have made possible much of the economic growth, that has been and continues to be seen, in Chester County. The previous widening of Route 113 north of Peck Road, the intersection of Route 100 & Route 113, the widening of Route 113 over the PA Turnpike, north, into West Pikeland Township and of course most recently, the widening of Route 100, south, down into West Whiteland Township. All of those projects were extremely successful and have helped immensely with the traffic flow in and out of Uwchlan and the central Chester County area.

The current situation on Route 113 leads to constant complaints from local residents and the traveling public. Because of the backups for vehicles heading south on 113, prior to Peck Road, many vehicles will turn off into the neighboring communities in an attempt to find quicker ways down into the Downingtown area. Sometimes the backups on 113 extend to the Lionville Elementary School. Uwchlan Township receives complaints from its residents on a regular basis about this situation and cannot afford to sit back and continue to allow it to happen, especially when it is ever so apparent that the problem will be exacerbated by the widening of the US 30 Bypass and the interchange revisions being proposed at 30 and Rt 113, which will allow traffic from westbound 30 to exit onto Rt 113.

The idea of only funding existing facilities makes sense when you are talking about a community or an area that is already built out, like Delaware County and Philadelphia, but for areas in Chester County that are still being built up, there needs to be consideration as to how vehicles will move about on the transportation network. In partnership with East Caln, Uwchlan Township would like to have DVRPC and PennDOT reconsider supporting the project to remove the bottleneck that currently exists on Rt 113 and add this project to the PA TIP.

Thank you very much for your consideration in this matter. If you should have any questions or require any additional information, please do not hesitate to contact me. Uwchlan Township residents and the traveling public look forward to your response to this letter.

Sincerely, Bill Miller
Chairman
Uwchlan Township Board of Supervisors

Copy: State Senator John Rafferty
State Representative Becky Corbin
Doug Hanley, Uwchlan Township Manager
Barbara Kelly, East Caln Township Manager
Brian Styche, RLA, AICP, Chester County Planning Commission
Ted Gacomis, PE, CPESC, Edward B. Walsh & Associates, Inc. (EBWA)
Kristin Boldaz, PE, EBWA

Montgomery County

MPMS: 105077 By Don Delamater - Lower Providence Township Item ID#: 0201

Good morning,

Please find attached a TIP Comment letter from Lower Providence Township. The original will be mailed to the

Friday, June 22, 2018

Page 83 of 89

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Montgomery County

address provided.

Thank you for your consideration.

Donald D. Delamater
Township Manager
Lower Providence Township
100 Parklane Drive
Eagleville, PA 19403
610 635-3526 (direct)
610 539-8020 (main)

May 14, 2018
TIP Comments -
DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

Re: TIP Comments - MPMS #105077
S.R. 4004, Sec. MTF
Park Avenue, Eagleville Road, Crawford Road Intersection Improvement Project

To Whom It May Concern:

Lower Providence Township received the notice from the DVRPC advising of the 30-day Public Comment period for the Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania (FY19-FY22). During a review of the Draft TIP, we noticed that the S.R. 4004, Sec. MTF project (MPMS #105077) was not included in the project list.

The existing Park Avenue, Eagleville Road and Crawford Road intersection is an offset, unsignalized intersection with no auxiliary turning lanes, insufficient shoulders, and extensive horizontal and vertical topography challenges, as well as being adjacent to Mine Run. This intersection experiences high volumes and a significant number of crashes. The DVRPC, Montgomery County and the Township have prepared analyses that recommend improvements at this location to address the rear-end and angle crashes that result from its existing geometry and the surrounding topography. To compound the unsafe conditions that currently exist, the annual daily traffic numbers are nearly 11,000 vehicles for Park Avenue, nearly 7,000 vehicles for Eagleville Road and nearly 3,500 for Crawford Road. The purpose of the S.R. 4004 Sec. MTF project is to provide an intersection that is capable of efficiently and safely handling the existing and expected traffic while eliminating structural deficiencies and reducing traffic collisions. It should be noted that both Park Avenue and Eagleville Road are state-owned roads but the Township saw the need to improve this intersection and initiated the engineering phase including allocating funding to cover these costs.

The Township is currently preparing preliminary and final designs which will provide for a realigned, signalized intersection. The preliminary engineering is expected to be completed in December 2018 and the final design plans, specifications and estimates should be completed in March 2020. At that point, the project will be ready to go to construction if adequate funding is allocated.

Based on preliminary estimates, the total project cost (engineering and construction) is estimated to be \$9,000,000. The Township has already received a PennDOT 2014 Multimodal Transportation Fund Grant for \$1,000,000 towards the cost of engineering and a \$2,000,000 Penn DOT 2017-2018 Multimodal Transportation Fund Grant towards the cost of construction. In addition, the Township has allocated over \$2,000,000 of its own local funding towards the engineering and construction costs for this project. As you can see, Lower Providence Township has secured over \$5,000,000 of funding towards this project which is more than 50% of the total estimated costs.

Therefore, Lower Providence Township is imploring you to consider adding the S.R. 4004, Sec. MTF project that includes the signalized realignment of Park Avenue, Eagleville Road and Crawford Road to the TIP. The project also includes two new structures over Mine Run as a result of the widening and realignment. The Township is concerned that we will have completed the engineered plans but will not have the additional funding needed for construction and will be forced to forfeit the resources already secured for this vital project.

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Montgomery County

Thank you for your consideration.

Very truly yours,
Donald D. Delamater
Township Manager

Copy:
Senator John C. Rafferty, Jr.
Representative Michael Corr
Matthew Edmond, Montgomery County
Greater Valley Forge TMA

MPMS: 16239 By Jamie Gwynn - New Hanover Township Item ID#: 0202

New Hanover Township is in support of this bridge replacement project as this section of New Hanover Road provides a critical link between Big Road (S.R. 0073) and Swamp Pike for residents and commuters. The Township is concerned about the timing of the actual construction given that the bridge is currently posted and is structurally deficient. According to the DRAFT TIP the final design, right-of-way, and utility phases will be funded through 2020; however, the actual construction is not scheduled on the DRAFT TIP to be funded until 2027, even though the MPMS sheet for this project has an estimated let date of 2022. The Township's main concern is the impact to residents and commuters if the bridge needs to be closed for a year or more prior to construction given its condition. If possible, the Township would request that the construction funding occur sooner.

MPMS: 16741 By Jamie Gwynn - New Hanover Township Item ID#: 0203

New Hanover Township is in support of this bridge replacement project, which will also add capacity to the adjacent signalized intersection of Swamp Pike/North Charlotte Street (S.R. 0663) with the extension of the storage area for the southbound left-turn lanes, as well as the incorporation of sidewalks to accommodate area pedestrians.

MPMS: 77211 By Aaron Bibro - Hatfield Township Item ID#: 0204

This project needs to be a bigger priority. The truck traffic on the local roads in Hatfield, Towamencin, Souderton, and Franconia has become unbearable for the local communities. This connection is crucial for the long-term success of these municipalities and businesses in the region.

MPMS: By Bob Mensch - PA State Senate Item ID#: 0205

May 21, 2018
PA TIP Comments
C/O DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 29106-1520
RE: 2019 DRAFT Transportation Improvement Plan (FY19-22) Comments
SR 113 (Harleysville Pike) Relocation Project around Lederach Village
Lower Salford Township, Montgomery County, PA
To Whom It May Concern,

I write in support of Lower Salford Township's recent letter commenting on the 2019 Draft Transportation Improvement Plan (TIP) for FY19-22.

I strongly support adding the proposed SR 113 (Harleysville Pike) Relocation Project to the 2018 Draft TIP. This project will relocate a portion of SR 113 (Harleysville Pike) between Landis Road and Whittaker Way around the Village of Lederach, including bypassing an existing 6-leg intersection which has been a location of constant congestion and concern.

The SR 113 Relocation Project has an estimated cost of \$7 million and includes several improvements including the relocation of 5200 LF of SR 113 passing through Lederach, the addition of pedestrian sidewalk and shared use path along the relocated portion, removal of a portion of the existing SR 113 near Landis Road, signal modification at the existing intersection of SR 113 and Landis Road, and stormwater management facilities.

Lower Salford Township has demonstrated their commitment to this project by reserving the necessary Right of Way for the SR 113 Relocation over the course of several years. In addition, they have acquired over 12 acres of property for the transportation improvements. They have also committed to locally funding the preliminary engineering phase of the project and they have completed a recent Act 209 update in 2018 in which the majority of the traffic impact fees will be

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Montgomery County

applied to this project.

Lower Salford Township has also been working with PennDOT District 6-0 in conjunction with the Department's SR 63 bridge project (MPMS #50646). The proposed detour for this project will directly impact the Lederach Village's 6-leg intersection. A traffic signal will be installed in this intersection, however, the relocation of SR 113 around Lederach has been researched thoroughly and is one of the best solutions to the overall operation and efficiency of traffic flow in the area.

This project would not only reduce traffic congestion, but it will improve the walkability and safety of the Lederach Village setting.

Thank you in advance for your consideration. Please do not hesitate to contact me should you have any additional questions.

Sincerely,

Bob Mensch, State Senator, 24th District
Majority Caucus Chair

CC: Mr. Joseph Czajkowski, Lower Salford Township
Mr. Matthew Edmond, Montgomery County Planning Commission

MPMS: By David Dodies - Upper Moreland Township Item ID#: 0206

To whom it may concern:

May 22, 2018

I write on behalf of the Board of Commissioners of Upper [Moreland] Township to express the Township's displeasure with the Draft 2019-2022 Transportation Improvement (TIP); specifically, the decision by DVRPC to exclude funding for improvements to the Willow Grove Interchange of the Pennsylvania Turnpike.

The need for improvements at the Willow Grove Interchange has been documented by Township funded studies and strongly supported by the Montgomery County Planning Commission. The Montgomery County Turnpike Corridor Reinvestment Project (2015) noted "the Willow Grove Interchange is proposed to be improved to avoid back-ups on Route 611 (and) include two lane southbound access from Route 611." It is further stated that "Willow Grove will remain one of Montgomery County's largest employment areas...and the Transportation Vision includes a more efficient and modern Willow Grove Interchange; (and) significant road and intersection improvements in the Route 611 Corridor."

Upper Moreland Township has ample information to support the importance of improvements to the Willow Grove Interchange which the Township will gladly share with DVRPC. The project has also garnered the support of the Montgomery County Planning Commission as shown not only through the above referenced study but also by the Commission's decision to submit such improvements to DVRPC for inclusion on the new 2019 Draft TIP as a "priority" project.

The Township therefore respectfully requests that the draft DVRPC 2019-2022 be amended to include the listing of and funding for improvements to the Willow Grove Interchange. Please include this statement as part of the public record documenting the approval process for the new TIP.

As submitted on behalf of Upper Moreland Township.

David A. Dodies
Township Manager
Upper Moreland Township
(215) 659-3100

MPMS: By Kim Gephart - Lower Salford Township Item ID#: 0207

Attached please find a copy of the letter Lower Salford Township has sent regarding the 2019 Draft Transportation Improvement Plan for FY19-22. A hard copy has also been sent in the mail.

Thank you,
Kim Gephart
Administrative Assistant
Lower Salford Township
379 Main Street

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Montgomery County

Harleysville, PA 19438
215-256-8087
215-256-4869 (Fax) May 11, 2018

PA TIP Comments
Lower Salford Township
Board of Supervisors
379 MAIN STREET
HARLEYSVILLE, PA 19438-2309
c/o DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th FL
Philadelphia, PA 19106-1520
RE: 2019 DRAFT Transportation Improvement Plan (FY19-22) Comments
SR 113 (Harleysville Pike) Relocation Project around Lederach Village
Lower Salford Township, Montgomery County, PA

To Whom It May Concern:

Please accept this correspondence as the "Official Letter" from Lower Salford Township commenting on the 2019 Draft Transportation Improvement Plan (TIP) for FY19-22. Lower Salford Township is disappointed in our review of the current draft and is requesting your reconsideration and support to add the proposed SR 113 (Harleysville Pike) Relocation Project to the 2018 Draft TIP. This project has been a priority of the Township for many years. The project is the relocation of a portion of SR 113 (Harleysville Pike) between Landis Road and Whittaker Way around the Village of Lederach, including bypass of an existing 6-leg intersection which continues to be a location of congestion and concern for the Township.

The SR 113 Relocation Project is estimated to have an overall cost of \$7,000,000 and includes the following improvements:

- Relocation of approximately 5200 LF (existing) of SR 113 currently passing through the small village of Lederach
- Addition of pedestrian sidewalk and shared use path along the relocated portion and within the village of Lederach
- Removal of a portion of the existing SR 113 near Landis Road
- Signal modification at the existing intersection of SR 113 and Landis Road
- Stormwater Management Facilities

The Township has a proven commitment to the completion of the SR 113 Relocation Project as shown by the following:

1. Over the years, Lower Salford has made it a priority to obtain and reserve the necessary Required Right of Way for the SR 113 Relocation. Over 12 acres of property, except for one small piece at the intersection of Landis Road, has been acquired for transportation improvements in the name of Lower Salford Township.
2. The Township is committed to locally funding the Preliminary Engineering phase of the project in order to more quickly advance design through the PennDOT Project Delivery Process.
3. Lower Salford has completed a recent Act 209 update in 2018 in which the majority of the traffic impact fees will be applied to this significant project.

More recently, Lower Salford Township has worked with PennDOT District 6-0 in conjunction with the Department's SR 63 Bridges Project (MPMS #50646) since the proposed detour route will impact the Lederach Village 6-leg intersection. As a result of this detour, a traffic signal will be installed at the 6-leg intersection. The Township recognizes that this will improve the safety of the intersection, however, it will further degrade the efficiency of traffic flow through this area. Extended queues are projected to occur during both the AM and PM peak hours due to the volume of traffic in the area, and virtually no room is available for widening to add capacity. Relocation of SR 113 around Lederach has been well documented as the only true solution to improve the overall operation and efficiency of traffic flow through this area. It is also viewed as an opportunity to improve the walkability and safety of the Lederach Village setting.

Even though the Township supports the installation of a traffic signal at the Lederach intersection, the traffic signal will not reduce or eliminate the need for this significant capital improvement. It will, in fact, heighten the need for the relocation project to occur even sooner.

Thank you in advance for your reconsideration. Please contact me at 215-256-8087 or

Comments on the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Various County

In addition, we support investments that focus on improving the experience of commuting and traveling on the existing transit network. The following project will help adapt the system we built for prior generations to connect and serve the needs of future generations.

- Regional Rail Car Acquisition, MPMS# 60638

Thank you for the opportunity to offer these comments and for the work you do to advance Greater Philadelphia's competitiveness.

Sincerely,
Claire M. Greenwood
Executive Director

**PUBLIC COMMENTS RECEIVED AFTER
THE MAY 1, 2018 - JUNE 3, 2018
PUBLIC COMMENT PERIOD**

BECKY CORBIN
STATE REPRESENTATIVE
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AND ENERGY

HEALTH

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June 11, 2018

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

**Re: Draft FY2019 Transportation Improvement Program (TIP) for Pennsylvania
PA 113 – US 30 Bypass to Peck Road
Uwchlan Township, Chester County**

We are writing to express our support of Uwchlan Township's efforts to have the PA Route 113 roadway "widening" project from the US 30 Bypass to Peck Road included on the Draft FY2019 TIP for Pennsylvania. The Route 113 "widening" project is not an actual widening and capacity adding project as it is a project to remove an existing pinch point on a heavily traveled road.

The goal of this project is to eliminate the short, less than one mile, distance north of the US 30 Bypass where the roadway section is constricted from a three and four lane cross-section down to just two lanes prior to widening out to a four and five lane cross-section for a three and a half mile distance ending at Jennifer Drive.

Currently, Route 113 is constantly backed up throughout the day with numerous motorists taking detours through the surrounding neighborhoods. This problem will be exacerbated by the widening of the US 30 Bypass and the interchange revisions being proposed for westbound Route 30 Bypass and Route 113.

We are requesting that the Pennsylvania Department of Transportation and the Delaware Valley Regional Planning Commission reconsider supporting the project to remove the bottleneck that currently exists on Route 113 and add this to the Draft FY2019 TIP for Pennsylvania.

Very truly yours,

Handwritten signature of Becky Corbin in black ink.

Becky Corbin, State Representative
155th Legislative District

Handwritten signature of John C. Rafferty, Jr. in black ink.

John C. Rafferty, Jr., State Senator
44th Senatorial District

BC/cm

cc: Leslie Richards, Secretary of Transportation
Uwchlan Township

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition

M Bassat <M.Bassat.1414920@muster.com>

Sun, Jun 10, 2018 at 9:23 PM

Reply-To: mdb490@gmail.com

To: tip@dvrpc.org

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

M Bassat

990 Spring Garden

Philadelphia, PA 19123

2154903121

Circuit Trail Upgrade and Expansion

Herbert Campbell <Herbert.Campbell.1025738@muster.com>

Sun, Jun 10, 2018 at 1:18 PM

Reply-To: fast_is.6568@yahoo.com

To: tip@dvrpc.org

Dear DVRPC,

I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. What the complete Circuit segments are not that well connected with is each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Herbert Campbell
P.O. Box. 20927
Philadelphia, PA 19141
(215)397-2684

**AGENCY RESPONSES TO
PUBLIC COMMENTS ON THE
DRAFT DVRPC FY2019
TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) FOR
PENNSYLVANIA**

Summary of Agency Responses

On the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Chester County

Bicycle/pedestrian improvement requests - Route 29 Corridor in Chester County
Item ID: 0001

Agency Response by DVRPC:

Thank you for your comment. One of the five core principles of DVRPC's Connections 2045 Long Range Plan for Greater Philadelphia is to create an integrated, multimodal transportation network. As you correctly note, we must consider all modes with every project to reach this goal. Throughout the process of developing the Draft FY2019 TIP for PA, DVRPC worked closely with PennDOT, county, and local, and other partners to implement the PennDOT Connects policy for all new projects. The goal of PennDOT Connects is to consider the needs of local communities at the beginning of the planning process, in order to ensure that PennDOT's investments are as effective as possible for the communities in which they are located, while also reducing delays and cost increases caused by issues identified late in the project delivery process. As part of the PennDOT Connects process, improvements for pedestrians and bicyclists are specifically considered before a project even begins Preliminary Engineering. In the DVRPC region, our process also includes working closely to evaluate surface treatment projects for opportunities to improve pedestrian and bicycle facilities, for example by striping an existing shoulder as a bike lane.

Delaware County

MPMS #110965 - Marshall Road Corridor Safety Improvements
Item ID: 0002

Agency Response by PennDOT:

As part of the design process, the department will perform the engineering and traffic study to determine the need of appropriate traffic control. If found to be warranted, they will be incorporated in to the project. Thanks for your interest in highway safety and mobility.

Philadelphia County

Bicycle/pedestrian improvement requests - Oppose roadway widening
Item ID: 0003

Agency Response by DVRPC:

DVRPC continues to work closely with its planning partners to identify and move forward with a variety of transportation projects that improve access, modal options, and the efficient use of existing facilities. Within the region's Long-Range Transportation Plan, the main focus is fix-it-first strategies, followed by improvements to the existing system, and then to implement system expansion projects only in limited instances when conditions warrant.

Intercity rail
Item ID: 0004

Agency Response by PennDOT:

Thank you for your comments regarding intercity passenger rail investments. PennDOT, SEPTA, and Amtrak are continuously coordinating and planning improvements to the rail corridor. Current priorities focus resources on maintaining the infrastructure in a state of good repair and compliance with the ADA accessibility.

MPMS #108090 - Citywide Resurfacing 106
Item ID: 0005

Agency Response by Philadelphia County:

Thank you for your comment. The City has also recognized the need for resurfacing of this section of Trevoise Rd., and has programmed this work to be completed using 100% local City funds during the 2018 paving season.

Summary of Agency Responses

On the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

MPMS #88085 - Byberry Road Bridge Replacement
Item ID: 0006, 0007, 0008, 0009, 0010, 0011, 0012, 0013

Agency Response by PennDOT:

The new Byberry Road Bridge itself will not have a weight restriction. This is consistent with the expenditure of public funds to allow travel along highways for vehicles not exceeding legally allowable loads. Byberry Road is a street owned and maintained by the City of Philadelphia; therefore, any travel restrictions are within their purview. "No Through Trucks" signs have been posted by the City to address any related concerns along Byberry Road.

The new Byberry Road bridge (and the approaches) will include new sidewalks on either side. Bicycle traffic will be accommodated across the new bridge sharing the roadway with all other vehicles.

Agency Response by Philadelphia County:

The City appreciates your concerns related to truck traffic on Byberry Road. While the new bridge itself will not be weight restricted, the currently posted restrictions on through truck traffic will remain in place after the project is completed.

Request to add proposed project to the TIP - Aerial Gondola to the Navy Yard
Item ID: 0014

Agency Response by Philadelphia County:

The FY2019 TIP is the first in many years to include capacity for new County Priority projects. However, available funding for these new projects was so limited that only one or two priority projects in each county were included. The City of Philadelphia, DVRPC, and the region's planning partners encourage you to participate in regional discussions to prioritize transportation improvements.

Various County

Bicycle/pedestrian improvement requests - Safety and Priority
Item ID: 0015

Agency Response by DVRPC:

One of the five core principles of DVRPC's Connections 2045 Long Range Plan for Greater Philadelphia is to create an integrated, multimodal transportation network. Throughout the process of developing the Draft FY2019 TIP for PA, DVRPC worked closely with PennDOT, county, and local, and other partners to implement the PennDOT Connects policy for all new projects. The goal of PennDOT Connects is to consider the needs of local communities at the beginning of the planning process, in order to ensure that PennDOT's investments are as effective as possible for the communities in which they are located, while also reducing delays and cost increases caused by issues identified late in the project delivery process. As part of the PennDOT Connects process, improvements for pedestrians and bicyclists are specifically considered before a project even begins Preliminary Engineering. In the DVRPC region, our process also includes working closely to evaluate surface treatment projects for opportunities to improve pedestrian and bicycle facilities, for example by striping an existing shoulder as a bike lane.

Connect Circuit Trails by advancing priority projects in the Circuit Line Item

Item ID: 0020, 0021, 0022, 0023, 0024, 0025, 0026, 0027, 0028, 0029, 0030, 0031, 0032, 0033, 0034, 0035, 0036, 0037, 0038, 0039, 0040, 0041, 0042, 0043, 0044, 0045, 0046, 0047, 0048, 0049, 0050, 0051, 0052, 0053, 0054, 0055, 0056, 0057, 0058, 0059, 0060, 0061, 0062, 0063, 0064, 0065, 0066, 0067, 0068, 0069, 0070, 0071, 0072, 0073, 0074, 0075, 0076, 0077, 0078, 0079, 0080, 0081, 0082, 0083, 0084, 0085, 0086, 0087, 0088, 0089, 0090, 0091, 0092, 0093, 0094, 0095, 0096, 0097, 0098, 0099, 0100, 0101, 0102, 0103, 0104, 0105, 0106, 0107, 0108, 0109, 0110, 0111, 0112, 0113, 0114, 0115, 0116, 0117, 0118, 0119, 0120, 0121, 0122, 0123, 0124, 0125, 0126, 0127, 0128, 0129, 0130, 0131, 0132, 0133, 0134, 0135, 0136, 0137, 0138, 0139, 0140, 0141, 0142, 0143, 0144, 0145, 0146, 0147, 0148, 0149, 0150, 0151, 0152, 0153, 0154, 0155, 0156, 0157, 0158, 0159, 0160, 0161, 0162, 0163, 0164, 0165, 0166, 0167, 0168, 0169, 0170, 0171, 0172, 0173, 0174, 0175, 0176, 0177, 0178, 0179, 0180, 0181, 0182, 0183, 0184, 0185, 0186, 0187, 0188, 0189, 0190, 0191, 0192, 0193, 0194, 0195, 0196

Agency Response by DVRPC:

Thank you for the comments and your interest in the Circuit Trails. The projects that have been identified are moving through a complex multi-year design development and project delivery process and vary in schedule once design has begun. Each project is being sponsored locally and it is ultimately the project sponsors that are responsible for advancing these projects to construction with support and guidance from PennDOT. A PennDOT project manager has been assigned to each project that has an MPMS #, and each of these projects has been listed on the TIP in a line item in order to assign a PennDOT project manager that has the skills and resources to guide the project sponsor through the multi-year development process. The intent is to help develop a pipeline of "Shovel ready" trail projects that will be able to take advantage of various federal and state funding opportunities for construction.

Summary of Agency Responses

On the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

General requests, concerns, and/or questions Item ID: 0016

Agency Response by DVRPC:

DVRPC continues to work closely with its planning partners to identify and move forward with a variety of transportation projects that improve access, modal options, and the efficient use of existing facilities. Within the region's Long-Range Transportation Plan, the main focus is fix-it-first strategies, followed by improvements to the existing system, and then to implement system expansion projects only in limited instances when conditions warrant.

The DVRPC region has very old infrastructure. The median state-owned bridge age in the five-county southeastern Pennsylvania region is 56 years, meaning the typical bridge has outlived its 50-year design life; while the median locally-owned bridge age is 84 years. There is also a substantial backlog of repair needs for pavement, signals, and other transportation infrastructure. New technologies and multimodal transportation options have proven to offer better solutions to transportation problems and are typically less expensive than building new roadways. Experience has also shown that new roadway capacity induces new demand, which leads to even higher levels of congestion in the future, and adds even more to the already insurmountable back log of good repair needs. For all of these reasons, the Long-Range Plan and Transportation Improvement Program have limited funding for roadway expansion projects.

In addition, PennDOT has a prescribed investment plan which guides regional investments based on existing asset conditions in every region throughout the state.

Agency Response by SEPTA:

SEPTA's Capital Program continues to focus on bringing existing vehicles and infrastructure to a State of Good Repair and the Authority has a plan to bring its assets to a State of Good Repair over the next 20 years with the federal, state and local resources, enhanced in 2013 with the passage of State Act 89.

Not supportive of projects Item ID: 0017

Agency Response by DVRPC:

Thank you for your comment. Completing the Circuit trail network is an important component of DVRPC's Connections 2045 Long Range Plan for Greater Philadelphia. The Circuit Coalition is a collaboration of more than 65 nonprofit organizations, foundations, local governments, and agencies who believe The Circuit will make our region stronger by providing a place for healthy transportation and recreation, connecting our communities to green space, and making our neighborhoods more attractive places to live and work.

Project Benefit Evaluation Item ID: 0018

Agency Response by DVRPC:

All PennDOT projects are subject to a rigorous safety review, and safety is a frequently unspoken, but never forgotten goal. The DVRPC Project Benefit Criteria lists safety as the second most important criteria, as voted by our partner agencies and member governments, and was specifically designed to give credit to project locations that not only coincided with the safety network, but to projects with scopes that addressed the identified safety need. Further, the safety criteria are being refreshed with new data sets this calendar year for both PA and NJ. DVRPC is currently in the process of revising the Project Benefit Criteria and we expect this evaluation process to continue to improve.

Summary of Agency Responses

On the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Safety Performance Management Measures Rule
Item ID: 0019

Agency Response by DVRPC:

This is the first time that State DOTs and MPOs have adopted targets legislated as part of the MAP-21 federal transportation authorization. It has been a challenging process involving a great deal of coordination and analysis, and it is clear that the resulting targets are confusing to the public and require explanation beyond simple reporting of a number. Thank you for your comment, as we will work to address this issue and include language to better explain the targets in the final FY2019 TIP document. We have also shared your comment with our DOT partners to inform them of the public reaction to their established targets.

In the 2017 update of its Strategic Highway Safety Plan, PennDOT set a goal of reducing fatalities and serious injuries on its roadways by 2% per year. The Pennsylvania Statewide Safety Targets shown in the FY2019 TIP incorporate this 2% reduction. However, this is not readily apparent because of the specific calculation Pennsylvania is required to use for the baseline and target numbers. Using a 5-year average and projected numbers in the target calculation, as required, can result in a higher target number than baseline number. This was noted by a number of states during the federal safety performance measure rule-making process, but this method of calculation remained in the final rule.

The higher target number for the Serious Injury calculation is a direct result of the fact that in 2016, Pennsylvania's definition of a Serious Injury changed to include many injuries not previously counted as serious. This increased the 2016 Serious Injury number significantly. The 5-year average baseline calculation uses this higher 2016 number once as part of calculating the average. For the target calculation, even while projecting a 2% reduction in 2017 and 2018, the calculation uses higher numbers 3 times in calculating the average (due to the definition change), resulting in a higher target than baseline number.

The same principle applies to the baseline and target calculations of the Non-motorized Fatalities and Serious-Injuries. Non-motorized crash numbers are lower overall, and therefore, subject to annual fluctuations much greater than 2% up or down. If the baseline average includes a 5th-year number that is significantly higher or lower, then the target average will include 3 years of significantly higher or lower numbers.

It is true that the targets are conservative, given that this is the first round of trying to quantify how to address safety with targets. PennDOT and NJDOT both produced conservative targets, and DVRPC supported the state targets to align regional efforts with state goals, at least this time around. We expect that as successes are made toward these initial targets and experience is gained in developing and documenting the progress, states will set more aggressive targets in the future. DVRPC is open to establishing regional targets in the future.

In summary, the expectation is that through a continued focus on implementing safety improvements, PennDOT's and DVRPC's safety performance measure targets will reduce the numbers of fatalities, serious injuries, and non-motorized fatalities in Pennsylvania.

Comments Received from Planning Partners

Delaware County

Technical corrections
Item ID: 0197

Agency Response by DVRPC:

DVRPC thanks you for your detailed review of the Draft TIP and will make the editorial edits as necessary. With regards, to your comment on Let Dates for SEPTA projects, SEPTA does not use Let Dates. SEPTA uses Notice to Proceed (NTP) dates, which usually immediately follow the contract award. The NTP date for the Elwyn to Wawa Rail Restoration project (MPMS #60636) was March 1, 2018, and the NTP date for the Villanova Intermodal Station: Phase 1 (MPMS #15407) was April 7, 2016. Due to the Transit TIP containing multiple programs, as opposed to individual projects, excluding the above projects, it is very challenging at this point in time for SEPTA and DVRPC to incorporate Notice to Proceed dates. DVRPC will work with SEPTA to have as much information as possible be shown in the TIP Reports. With regards to your comment on clarifying the description of the US 322, Featherbed Lane to I-95 (Section 102) - MPMS #69817, DVRPC will incorporate wording for the Chelsea Parkway improvements. Please see the List of Recommended Changes.

Agency Response by PennDOT:

Plan detail regarding Chelsea Parkway is included in the project website (<http://us322conchester.com/project-information/section-102/chelsea-parkway-bethel-avenue/>). Significant improvement is planned for Chelsea Parkway and Bethel Avenue intersection with US 322. All planned improvements are described at the project website.

Summary of Agency Responses

On the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Bucks County

MPMS #88083 - Stoopville Road Improvements - Phase 2
Item ID: 0198

Agency Response by PennDOT:

Dear Ms. Herman,

In response to your draft DVRPC FY2019 TIP for Pennsylvania written testimony for the Stoopville Road Phase II project (MPMS#88083), we offer the following:

According to information provided to the Department by the project sponsors (the municipalities listed above), on March 28, 2012, the Newtown Township Board of Supervisors held a special meeting to discuss the Stoopville Road Phase II project. At this meeting, the design consultant, Gilmore & Associates, Inc., presented the design of the project.

The main subject that you discussed in your written testimony was an association of the Stoopville Road Phase II project with a future "Northern Bypass" project and the subsequent abandoning of the original plan to address serious public safety issues along Stoopville Road. While we hear your concerns, at no time was the original plan for Stoopville Road as outlined by the project sponsors abandoned. The scope of the project has remained essentially the same since its inception. The Stoopville Phase II project has been designed as a separate and independent project to address concerns and needs along that corridor.

It is the Department's belief that the Stoopville Road Phase II project addresses vehicular and pedestrian traffic safety issues which is the initial intended purpose of the project as presented by the project sponsors to DVRPC and its members. It is for this reason that the Department continues to support the inclusion of the project on DVRPC's FY 2019-2022 TIP for Pennsylvania.

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

Sincerely,

Kenneth McClain
District Executive

cc: Charles H. Davies, Assistant District Executive – Design
Eugene Blaum, District Press Officer
Vito Genua (Gannett Fleming, Inc.)
Brian Rasiul (Pennoni Associates Inc.)

Agency Response by Bucks County:

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

Chester County

MPMS #93588 - Exton Station
Item ID: 0199

Agency Response by DVRPC:

Thank you for your comment. DVRPC appreciates the engagement from West Whiteland Township and looks forward to working together with our regional partners to implement the Exton Station improvements.

Agency Response by Chester County:

Chester County fully supports the advancement of the Exton Station plans, which includes providing safe pedestrian connections and better vehicular movement to and within the vicinity of this important stop on the Paoli/Thorndale line. A safe pedestrian connection between the station, the Main Street development and the Chester Valley Trail is most needed and alternatives to accomplish this have been identified as part of the station study and through the planning efforts of West Whiteland. The proposed improvements to PA 100 identified through the TCDI funded study will help to provide better access to the station for everyone, and particularly local residents with the proposed new intersection at Mountain View that includes pedestrian walkways and crossings. The proposed additional northbound travel lane from the Pottstown Pike on ramp to the US 30 bypass will help to alleviate one of Chester County's most congested roadways and eliminate a congestion bottleneck. In the wake of the growth that is occurring in the Exton area, we fully support the advancement of these multimodal transportation improvements as expeditiously as possible.

Summary of Agency Responses

On the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Request to add proposed project to the TIP - PA Route 113 widening
Item ID: 0200

Agency Response by DVRPC:

DVRPC continues to work closely with its planning partners to identify and move forward with a variety of transportation projects that improve access, modal options, and the efficient use of existing facilities. Within the region's Long-Range Transportation Plan, the main focus is fix-it-first strategies, followed by improvements to the existing system, and then to implement system expansion projects only in limited instances when conditions warrant.

The DVRPC region has very old infrastructure. The median state-owned bridge age in the five-county southeastern Pennsylvania region is 56 years, meaning the typical bridge has outlived its 50-year design life; while the median locally-owned bridge age is 84 years. There is also a substantial backlog of repair needs for pavement, signals, and other transportation infrastructure. New technologies and multimodal transportation options have proven to offer better solutions to transportation problems and are typically less expensive than building new roadways. Experience has also shown that new roadway capacity induces new demand, which leads to even higher levels of congestion in the future, and adds even more to the already insurmountable back log of good repair needs. For all of these reasons, the Long-Range Plan and Transportation Improvement Program have limited funding for roadway expansion projects.

In addition, PennDOT has a prescribed investment plan which guides regional investments based on existing asset conditions in every region throughout the state.

Agency Response by Chester County:

Chester County agrees with the comments provided by Uwchlan Township regarding the addition of the PA 113-US 30 Bypass to Peck Road to the PA TIP. Having worked with our partner counties and agencies in the development of the DRAFT PA TIP, we fully understand that there is limited capacity to add new projects to the TIP due to the limited funding available with this being the first time in many years where we have been able to add new projects as part of the biennial update. This specific project in Uwchlan Township was one of our candidate projects and the recognition that we would only be able to add one or two projects to the TIP illustrates just how important we feel this project is to the overall transportation system in Chester County. We generally agree with the concept of being able to operate and maintain our existing roadways in a state of good repair, however Chester County is forecast to receive the most significant growth in the DVRPC region over the next 25 years. This growth will require some system expansion in specific locations to maintain the functionality of the roadway system as a whole. The funded reconstruction of the US 30 Coatesville to Downingtown Bypass which is programmed to include additional capacity east of Reeceville Road AND the creation of a full interchange at PA 113 will only add even more volume to an already congested roadway proposed to be alleviated by the improvements associated with the PA 113-US 30 Bypass to Peck Road project. While DVRPC's response addresses the rationale and general applicability of the Long Range Plan policy toward maintaining a state of good repair versus adding system capacity, it does not address the specific project for which the comment was provided. The PA 113-US 30 Bypass to Peck Road project is specifically designed to eliminate a congestion bottleneck. This bottleneck is created by a less than one mile stretch of roadway of two lanes located between a three and four lane cross section to the south and a four to five lane cross section to the north on a major thoroughfare between the US 30 Bypass and the PA Turnpike and PA 100 to the north. This bottleneck is a peak hour congestion issue now that will only worsen once the full interchange at PA 113 on the US 30 Bypass is constructed.

Summary of Agency Responses

On the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Montgomery County

MPMS #105077 - Park Avenue, Eagleville Road, Crawford Road Intersection Improvement Project
Item ID: 0201

Agency Response by DVRPC:

DVRPC continues to work closely with its planning partners to identify and move forward with a variety of transportation projects that improve access, modal options, and the efficient use of existing facilities. Within the region's Long-Range Transportation Plan, the main focus is fix-it-first strategies, followed by improvements to the existing system, and then to implement system expansion projects only in limited instances when conditions warrant.

The DVRPC region has very old infrastructure. The median state-owned bridge age in the five-county southeastern Pennsylvania region is 56 years, meaning the typical bridge has outlived its 50-year design life; while the median locally-owned bridge age is 84 years. There is also a substantial backlog of repair needs for pavement, signals, and other transportation infrastructure. In short, our transportation needs greatly exceed available funding.

The FY2019 PA TIP was the first time in several updates of the TIP that DVRPC was able to solicit new project candidates from the counties. However, there was only capacity to add one or two new of these candidates in each county. Another important consideration in developing the TIP is PennDOT's prescribed investment plan, which guides regional investments based on existing asset conditions in every region throughout the state.

Agency Response by Montgomery County:

Thank you for your support of the Park Avenue / Eagleville Road / Crawford Road Intersection Improvement Project. The FY2019 TIP is the first in many years to include capacity for new County Priority projects. However, available funding for these new priority projects was so limited that only one or two projects in each county were included. The Park Avenue / Eagleville Road / Crawford Road Intersection Improvement Project is a recommended future project in Montgomery County's comprehensive plan, Montco 2040: A Shared Vision, and therefore can be considered for inclusion into a future TIP update should adequate funding be available.

MPMS #16239 - New Hanover Square Road Bridge
Item ID: 0202

Agency Response by PennDOT:

With funding now programmed for all phases, PennDOT will work towards finishing all design phases by 2020 in anticipation of advancing construction to that year as well.

MPMS #16741 - Swamp Road at PA 663 SR:0663
Item ID: 0203

Agency Response by PennDOT:

Thank you for your support of the Swamp Road at PA 663 project.

MPMS #77211 - PA 309 Connector: Allentown Road to Souderton Pike (HT2)
Item ID: 0204

Agency Response by PennDOT:

This project let date has been moved up from previous target of 2022 to 2020. Project design team is diligently working on the project at this time. A public plans display for the project was held on October 19, 2017. Additional public engagement regarding different aspects of the project is expected in near future.

Summary of Agency Responses

On the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

Request to add proposed project to the TIP - SR 113 (Harleysville Pike) Relocation Project Item ID: 0205, 0207

Agency Response by DVRPC:

DVRPC continues to work closely with its planning partners to identify and move forward with a variety of transportation projects that improve access, modal options, and the efficient use of existing facilities. Within the region's Long-Range Transportation Plan, the main focus is fix-it-first strategies, followed by improvements to the existing system, and then to implement system expansion projects only in limited instances when conditions warrant.

The DVRPC region has very old infrastructure. The median state-owned bridge age in the five-county southeastern Pennsylvania region is 56 years, meaning the typical bridge has outlived its 50-year design life; while the median locally-owned bridge age is 84 years. There is also a substantial backlog of repair needs for pavement, signals, and other transportation infrastructure. In short, our transportation needs greatly exceed available funding.

The FY2019 PA TIP was the first time in several updates of the TIP that DVRPC was able to solicit new project candidates from the counties. However, there was only capacity to add one or two new of these candidates in each county. Another important consideration in developing the TIP is PennDOT's prescribed investment plan, which guides regional investments based on existing asset conditions in every region throughout the state.

Agency Response by Montgomery County:

Thank you for your support of the SR 113 (Harleysville Pike) Relocation Project around Lederach Village. The FY2019 TIP is the first in many years to include capacity for new County Priority projects. However, available funding for these new priority projects was so limited that only one or two projects in each county were included. The SR 113 (Harleysville Pike) Relocation Project around Lederach Village is a recommended future project in Montgomery County's comprehensive plan, Montco 2040: A Shared Vision, and therefore can be considered for inclusion into a future TIP update should adequate funding be available.

Request to add proposed project to the TIP - Willow Grove Interchange Improvements Item ID: 0206

Agency Response by DVRPC:

DVRPC continues to work closely with its planning partners to identify and move forward with a variety of transportation projects that improve access, modal options, and the efficient use of existing facilities. Within the region's Long-Range Transportation Plan, the main focus is fix-it-first strategies, followed by improvements to the existing system, and then to implement system expansion projects only in limited instances when conditions warrant.

The DVRPC region has very old infrastructure. The median state-owned bridge age in the five-county southeastern Pennsylvania region is 56 years, meaning the typical bridge has outlived its 50-year design life; while the median locally-owned bridge age is 84 years. There is also a substantial backlog of repair needs for pavement, signals, and other transportation infrastructure. In short, our transportation needs greatly exceed available funding.

The FY2019 PA TIP was the first time in several updates of the TIP that DVRPC was able to solicit new project candidates from the counties. However, there was only capacity to add one or two new of these candidates in each county. Another important consideration in developing the TIP is PennDOT's prescribed investment plan, which guides regional investments based on existing asset conditions in every region throughout the state.

Agency Response by Montgomery County:

Thank you for your support of the I-276 Willow Grove interchange improvements project. The FY2019 TIP is the first in many years to include capacity for new County Priority projects. However, available funding for these new priority projects was so limited that only one or two projects in each county were included. DVRPC and its planning partners agree that the Willow Grove interchange area is important to managing growth throughout the PA 611 corridor. A package of improvements in and around the interchange is a recommended future project in Montgomery County's comprehensive plan, Montco 2040: A Shared Vision, and therefore will be considered for inclusion into a future TIP update should adequate funding be available.

Various County

MPMS #60638 - SEPTA Regional Rail Car, Locomotive, and Trolley Acquisition Item ID: 0208

Agency Response by DVRPC:

DVRPC, the City of Philadelphia, and SEPTA thank you for your support.

MPMS #69828 - Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB) Item ID: 0209

Agency Response by DVRPC:

DVRPC, the City of Philadelphia, and PennDOT thank you for your support.

Summary of Agency Responses

On the DVRPC Draft FY2019 Transportation Improvement Program (TIP) for PA

MPMS #75804 - University Ave/CSX Rail (Bridge)
Item ID: 0210

Agency Response by DVRPC:

DVRPC, the City of Philadelphia, and PennDOT thank you for your support.

MPMS #77183 - Transit and Regional Rail Station Program; Improvements to SEPTAs 30th Street Station
Item ID: 0211

Agency Response by DVRPC:

DVRPC, the City of Philadelphia, and SEPTA thank you for your support.



LIST OF RECOMMENDED CHANGES

**Recommended Changes to the Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania
Final for the June 28, 2018 DVRPC Board Meeting**

DVRPC Highway Project Schedule Adjustments or Cost Restructuring				
COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Bucks	13549	US 1 (Bridges) Design (Section 03S)	Switch \$5,664,000 STU of the FY20 FD phase with \$5,644,000 NHPP.	For balancing purposes.
	13716	Headquarters Road Bridge Over Tincum Creek	Reduce FY20 CON by \$571,000 BOF/Toll Credit, reduce FY21 CON by \$579,000 BOF/Toll Credit, then increase FY22 CON by \$1,150,000 BOF/Toll Credit.	For balancing purposes.
Chester	98036	Merlin Road over Pigeon Run	Reduce FY22 CON phase by \$1,159,000 STP/Toll Credit, then increase FY20 CON phase by \$580,000 BOF/Toll Credit, and increase FY21 CON phase by \$579,000 BOF/Toll Credit.	STP funds are ineligible, replace with BOF funds. Advance CON as PS&E Estimate is April 2019 with estimate Letting in June 2019.
	14236	Little Washington Road Bridge Over Culbertson Run	Decrease FY22 CON phase by \$493,000 BOF/Toll Credit, increase FY23 CON by \$493,000 BOF/Toll Credit.	For balancing purposes.
	103217	Main Street Grade Crossing	Switch \$2,852,000 NHPP of the FY20 UTL phase with STU, and switch \$5,095,000 NHPP of the FY20 CON phase with STU.	Project not eligible for NHPP funding.
Delaware	79329	Bridgewater Road Extension	Add PE in FY21 in the amount of \$1,194,000 State 581, and then shift FD from FY21 to FY22 and program in the amount of \$1,384,000 (\$1,107,000 STP/\$277,000 State 581).	PE funds needed for project.
	95429	US 202 and US 1 Loop Road	Reduce CON from \$4,435,000 to \$3,987,000 per update in CON estimate	CON estimate update.
Montgomery	110444	Ridge Pike - School Lane to Belvoir Road (CB #0 and TPK Bridge DB-116)/Interchange Area Bridges	Increase PE by \$350,000 (\$280,000 STU/\$52,000 State 183/\$18,000 Local) in FY19; and increase FD by \$711,000 (\$569,000 STU/\$107,000 State 183/\$35,000 Local) in FY20. Remove Local CON funding in FY21, FY22 and FY23. Lastly, add \$410,000 Local funding in FY21.	Shifting FD funds from MPMS #92839 to MPMS #110444. This change is to pay for the PE and FD of CB #0, change CON funding for CB #0 from 80/20 split to an 80/15/5 split; and that the Turnpike bridge is paid with 100% Turnpike funding.

**Recommended Changes to the Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania
Final for the June 28, 2018 DVRPC Board Meeting**

DVRPC Highway Project Schedule Adjustments or Cost Restructuring				
COUNTY	MPMS #	TITLE	CHANGE	REMARKS
	92839	Ridge Pike over Norfolk Southern RR bridge (CB: #257)	Remove \$350,000 (\$280,000 STU/\$52,000 State 183/\$18,000 Local) from FY19 FD phase and shift to FY19 PE phase of MPMS #110444. Remove \$711,000 (\$569,000 STU/\$107,000 State 183/\$35,000 Local) from FY19 FD phase and shift to FY20 FD phase of MPMS #110444.	Shifting FD funds from MPMS #92839 to MPMS #110444. This change is to pay for the PE and FD of CB #0, change CON funding for CB #0 from 80/20 split to an 80/15/5 split; and that the Turnpike bridge is paid with 100% Turnpike funding.
	77211	PA 309 Connector: Allentown Road to Souderton Pike (HT2)	Move FY19 FD (3,692,000 STU/\$923,000 State 581) to the parent project, MPMS #16438 – PA 309, Connector Project.	Shifting funds from breakout project to parent project. FD for the PA 309 Connector will be funded via the parent project, MPMS #16438.
Montgomery	16438	PA 309, Connector Project	Move FY19 FD (3,692,000 STU/\$923,000 State 581) of MPMS #77211 - PA 309 Connector: Allentown Road to Souderton Pike (HT2).	
	16214	PA 611, Old York Road Over SEPTA West Trenton Line (Bridge)	Increase FY19 CON phase by \$480,000 NHPP/\$120,000 State 185, decrease FY20 CON phase by \$480,000 NHPP/\$120,000 State 185.	For balancing purposes.
	16599	PA 320 at Hanging Rock	Increase FY21 CON phase by \$2,896,000 State 581, increase FY22 CON phase by \$2,699,000 State 581, increase FY23 CON phase by \$3,797,000 State 581, reduce FY20 CON phase by \$4,696,000 STU, and reduce FY21 CON phase by \$4,696,000 STU.	For balancing purposes.
	57865	Edge Hill Road Reconstruction	Remove all state funding, then switch with federal funding and program as follows to the CON phase: FY19: \$156,000 STP/\$421,000 STU, FY20 \$1,923,000 STP/\$9,332,000 STU, FY21: \$2,168,000 STU.	This project will be let for Construction under FY2017 TIP and federal funds will be needed for conversion.
Various	50634	County Line Road Restoration (M04)(3R)	Switch \$2,852,000 STU of FY20 CON with NHPP.	For balancing purposes.
	102273	Second Collegeville Bridge Crossing	Increase FY20 PE phase by \$1,923,000 State 581, making the phase 100% state funded. Reduce FY20 PE phase by \$1,923,000 STP.	For balancing purposes.
	79927	STP Reserve Line Item	Increase FY22 by \$52,000 STP	For balancing purposes.

**Recommended Changes to the Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania
Final for the June 28, 2018 DVRPC Board Meeting**

DVRPC Highway Project Schedule Adjustments or Cost Restructuring				
COUNTY	MPMS #	TITLE	CHANGE	REMARKS
	79929	Bridge Reserve Line Item	Reduce FY20 CON phase by \$9,000 BOF , reduce FY23 CON phase by \$1,150,000 BOF . Then reduce FY19 Con phase by \$13,000 State 185, and increase FY20 CON phase by \$13,000 State 185.	For balancing purposes.
	79980	STU Reserve Line Item	Reduce FY19 CON by \$280,000 STU.	For balancing purposes.
Various	82216	NHPP Reserve Line Item	Reduce FY19 CON phase by \$480,000 NHPP, increase FY20 CON by \$7,947,000 NHPP, reduce FY22 CON phase by \$174,000 State 581, and reduce FY23 CON by \$103,000 State 581. Reduce FY20 CON phase by \$8,707,000 NHPP	For balancing purposes.
	95447	County Bridge Line Item	Reduce FY22 CON phase by \$657,000 BOF, increase FY22 CON phase by \$657,000 BOF.	For balancing purposes.
	102319	District Wide Bridge Rehab Group O	Reduce FY20 CON phase by \$4,371,000 STU, increase FY20 CON phase by \$834,000 State 581, increase FY21 CON phase by \$3,537,000 State 581, then add a PE phase in FY19 in the amount of \$250,000 STP/Toll Credit.	For balancing purposes. And need PE phase in first year.

DVRPC Highway Project Deletions				
COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Montgomery	67404	Township Line Road of Stoney Creek	Remove project from TIP. Place funding back into appropriate Line Items.	This project is now a design-build in-house project by PennDOT.
Various	48199	Transportation Management Associations (TMA)	Delete MPMS #48199 and replace with MPMS #111424. Shift FY19 PRA phase (\$1,064,000 CAO/\$265,000 Loc), and FY20 PRA phase (\$1,064,000 CAO/\$265,000 Loc) from MPMS #48199 to MPMS #111424.	Create new MPMS # in order to close out old MPMS #.

**Recommended Changes to the Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania
Final for the June 28, 2018 DVRPC Board Meeting**

DVRPC Highway Project Additions			
COUNTY	MPMS #	TITLE	CHANGE
	111471	Aquetong Park Segment - Route 202 Cross-County Trail	Add statewide selected TA Set-aside project for \$1,000,000 to build the next segment of the Route 202 Cross-County Trail along with stormwater improvements within Aquetong Park, in Soelbury Township.
Bucks	111468	Lower Makefield Township Community Trail Connection	Add statewide selected TA Set-aside project for \$700,000 to construct a multi-use trail that will connect the existing trail network to several Township facilities, parks and schools, in Lower Makefield Township.
	111464	Shady Retreat SRTS Trail	Add statewide selected TA Set-aside project for \$985,000 for construction of approximately 0.8-miles of multi-use trail along Shady Retreat and Burpee Roads that will connect several neighborhoods to the Doyle Elementary School, Lenape Middle School and Central Bucks West High Schools (using SRTS funding), in Doylestown Township.
	111474	My School on the Move Program - Greater Valley Forge TMA	Add statewide selected TA Set-aside project for \$111,000 for the interactive My School on the Move program that teaches middle school students traffic safety laws. (using SRTS funding)
Chester	111485	Route 82 Crosswalks and sidewalk	Add statewide selected TA Set-aside project for \$750,000 to construct safety improvements for better access to the Unionville-Chadds Ford Middle/High School campus through sidewalks, crosswalks, medians and roadway adjustments (using SRTS funding) in East Marlborough Township.
	111477	State Road Sidewalks	Add statewide selected TA Set-aside project for \$1,280,300 to construct approximately 2,500 feet of sidewalk and curb on the south side of State Road between Prospect Avenue/Wickerton Road (State Route 0841) and Schoolhouse Road (using SRTS funding) in London Grove Township
	111488	Media Borough Ridge Road Stormwater Improvements	Add statewide selected TA Set-aside project for \$400,000 for a stormwater parkette adjacent to North Providence Road to reduce flooding and improve water quality in north Media.
Delaware	111486	Octoraro Trail Construction - Phase 1	Add statewide selected TA Set-aside project for \$1,163,000 for construction of Phase 1A of the multi-use Octoraro Trail in Concord Township from State Route 202 to Temple Road in Concord Township
	111487	Walkable Chadds Ford	Add statewide selected TA Set-aside project for \$1,000,000 for development of a multi-use trail extending from the Township Municipal Complex on the south side of U.S. Route 1 to the Village of Chadds Ford at South Creek Road and Station Way Road/North Creek Road (using SRTS funding) in Chadds Ford Township.

Add new Statewide Set-aside Transportation Alternatives Set-aside Project. Additional Funds to the region.

Recommended Changes to the Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania Final for the June 28, 2018 DVRPC Board Meeting

DVRPC Highway Project Additions			
COUNTY	MPMS #	TITLE	CHANGE
			REMARKS
Montgomery	111491	Corinthian Trail	Add statewide selected TA Set-aside project for \$739,704 for construction of a six-foot-wide asphalt walking path, ADA curb ramps, five-foot-wide concrete sidewalk, and stormwater drainage in the vicinity of Crooked Billet Elementary (using SRTS funding) in Hatboro Borough.
	111489	I Love You and Your Brain Too - Bike Helmet Safety	Add statewide selected TA Set-aside project for \$51,000 to enhance awareness of bike helmet safety through local partnerships and participation in community events to distribute free bike helmets and provide free bicycle helmet fittings (using SRTS funding) for the Partnership TMA.
	111494	Kriebel Road Trail	Add statewide selected TA Set-aside project for \$846,000 to construct approximately 4,000 linear feet of a new 10-foot-wide pedestrian/bicycle trail from Trumbauer Road to Valley View Way along the Towamencin Creek in Towamencin Township.
	111492	Limekiln Pike Multimodal Safety Initiatives	Add statewide selected TA Set-aside project for \$750,000 to install new five-foot sidewalks along Limekiln Pike between Dreshertown Plaza and Jarrettown Elementary, including new curb and drainage improvements (using SRTS funding) in Upper Dublin Township.
	111493	Lower Salford Sidewalk for SR 113 and Park Ave	Add statewide selected TA Set-aside project for \$505,000 for installation of sidewalks, curbs, and ADA curb ramps along Harleysville Pike and Park Avenue to connect two major shopping centers, a township park, residential neighborhoods, and a shared-use path system (using SRTS funding) in Lower Salford Township.
	111495	Main Street Pedestrian Improvements	Add statewide selected TA Set-aside project for \$681,442 to construct sidewalks, curbs, ADA curb ramps, and traffic calming features on Main Street improving connections to the Perkiomen Trail, Meadow Park, and Schwenksville Elementary (using SRTS funding) in Schwenksville Borough.
	111490	Whitpain Township Trail Network - Core Connector III	Add statewide selected TA Set-aside project for \$641,552 for construction of a 0.7-mile section of the Whippain Trail network along Union Meeting Road between Jolly Road and Township Line Road in Whippain Township.
Philadelphia	111506	Blvd Pedestrian Safety & Direct Bus Improvements	Add statewide selected TA Set-aside project for \$1,000,000 to construct sidewalk for pedestrian safety and access improvements and prepare sites for Direct Bus stations along Roosevelt Boulevard.
			Add new Statewide Set-aside Transportation Alternatives Set-aside Project. Additional Funds to the region.

**Recommended Changes to the Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania
Final for the June 28, 2018 DVRPC Board Meeting**

DVRPC Highway Project Additions			
COUNTY	MPMS #	TITLE	CHANGE
Philadelphia	111501	Broad & Locust Modified Urban Intersection	Add statewide selected TA Set-aside project for \$1,000,000 to modify the intersection at Broad and Locust Streets.
	111507	Cramp Elementary School Traffic Safety Improvements	Add statewide selected TA Set-aside project for \$995,000 to establish a school slow zone near Cramp Elementary through traffic safety improvements (using SRTS funding).
	111510	Frankford & Belgrade Improvements	Add statewide selected TA Set-aside project for \$300,000 for intersection improvements and signalization at Frankford Avenue and Belgrade Street.
	111496	Franklin Square Pedestrian Access Project	Add statewide selected TA Set-aside project for \$432,000 to construct curb bump-outs, pedestrian refuge islands, and expanded sidewalks to improve and increase pedestrian movement across Race Street and into Franklin Square.
	111500	Manayunk Canal Lower Locks Preservation Project	Add statewide selected TA Set-aside project for \$1,000,000 to rehabilitate a severely deteriorated portion of the Manayunk Canal in Philadelphia.
	111508	South Broad Street Sidepath, Phase 1	Add statewide selected TA Set-aside project for \$997,000 to construct the first phase of the South Broad Street sidepath from the Navy Yard to Pattison Avenue in South Philadelphia.
	111503	North Broad Street - Vision Zero Priority Corridor	Add statewide selected TA Set-aside project for \$700,000 to increase pedestrian safety on North Broad Street with the installation of medians from West Girard Avenue to Cecil B. Moore Avenue. This funding supplements the Regional TA selection of \$300,000.

**Recommended Changes to the Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania
Final for the June 28, 2018 DVRPC Board Meeting**

DVRPC Highway Project Additions				
COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Philadelphia	111509	City Avenue Project - City Avenue Special Services District	Add statewide selected TA Set-aside project for \$986,715 for installation of new pedestrian lighting from 52nd Street to Lapsley Lane in the City of Philadelphia and Lower Merion Township, Montgomery County	Add new Statewide Set-aside Transportation Alternatives Set-aside Project. Additional Funds to the region.
	111505	Mid-block Crossing in University City - Drexel University	Add statewide selected TA Set-aside project for \$1,000,000 to construct a mid-block crosswalk across Chestnut Street between 33 rd and 32 nd Streets connecting Drexel University's campus in the University City neighborhood of Philadelphia.	
	111511	Riverfront Gateway Sidewalk Project - Interstate Land Management Corporation	Add statewide selected TA Set-aside project for \$1,000,000 to repair and replace damaged sidewalks with heavy pedestrian traffic under I-95.	
Various	111515	Cherokee Street Bridge over Valley Green Road	Add FD in FY19 in the amount of \$136,000 sSTP/Toll Credit, and add CON in FY20 in the amount of \$1,660,000 sSTP.	Additional funds to region. County \$5 fee matched bridge project
	111424	Transportation Management Associations (TMA)	Create new MPMS #111424, to replace MPMS #48199. Shift FY19 PRA phase (\$1,064,000 CAQ/\$265,000 Loc), and FY20 PRA phase (\$1,064,000 CAQ/\$265,000 Loc) from MPMS #48199 to MPMS #111424.	Create new MPMS # in order to close out old MPMS #.
Bucks	36475	Mill Street Grade X-ing	Add new grade crossing project in the amount of \$225,000 (FY21: \$22,000 RRX, FY22: \$203,000 RRX). This project will upgrade RRX Warning Devices in Quakertown Borough.	Add new Railroad Grade Crossing Project. Additional funds to the region.
Chester	110451	Reedville Rd RR Warning Devices	Add new grade crossing project in the amount of \$215,000 (FY21: \$15,000 RRX, FY22: \$200,000 RRX). This project will install RR Warning Devices in Lower Oxford Township.	
	110455	Main St RR Warning Devices	Add new grade crossing project in the amount of \$320,000 (FY21: \$20,000 RRX, FY22: \$300,000 RRX). This project will install new RR Warning Devices in Hatfield Borough.	
Montgomery	111129	Cannon Ave Grade Crossing	Add new grade crossing project in the amount of \$310,000 (FY21: \$10,000 RRX, FY22: \$300,000 RRX). This project will upgrade warning lights and gates at limited sight distance crossing in Lansdale Borough.	Add new grade crossing project in the amount of \$268,000 RRX in FY19. This project will install RR Warning Devices in Souderton Borough
	36878	Reliance Rd Grade X-ing	Add new grade crossing project in the amount of \$268,000 RRX in FY19. This project will install RR Warning Devices in Souderton Borough	

**Recommended Changes to the Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania
Final for the June 28, 2018 DVRPC Board Meeting**

DVRPC Competitive CMAQ Program		
COUNTY	MPMS #	TITLE
Various	48201	DVRPC Competitive CMAQ Program
		CHANGE
		Remove MPMS #107633 – Plymouth Township CNG from Description as the Township has decided to respectfully turn down the award.
Highway and Transit Project Title and Description Changes		
COUNTY	MPMS #	TITLE
Bucks	102319	District Wide Bridge Rehab Group 0
		CHANGE
		Remove Saint Peter's Walls from description as STU/STP and State 581 and 185 funds are ineligible. Include additional wording for the work that will improve Chelsea parkway:
Delaware	69817	US 322, Featherbed Lane to I-95 (Section 102)
		CHANGE
		<ul style="list-style-type: none"> ▪ Reconstruct the intersection to provide four through lanes U.S. 322 (Conchester Highway); ▪ Adding left turn lanes from eastbound U.S. 322 (Conchester Highway) onto Chelsea Parkway and from westbound U.S. 322 (Conchester Highway) onto Bethel Avenue; ▪ Adding deceleration lanes from eastbound U.S. 322 (Conchester Highway) for right turns onto commercial drives and Bethel Avenue, and from westbound U.S. 322 (Conchester Highway) onto Chelsea Parkway; ▪ Reconstructing Bethel Avenue from Chichester Avenue to the U.S. 322 (Conchester Highway)/Chelsea Parkway intersection; ▪ Constructing a Bethel Avenue cul-de-sac on the south side of U.S. 322 (Conchester Highway); and ▪ Upgrading with new <i>adaptive</i> traffic signals.
Montgomery	110313	Belmont Avenue Bridge over Schuylkill River (CB #200)
		CHANGE
		<p>This project will provide for the rehabilitation of the five-span concrete arch with a closed deck bridge on Belmont Avenue/Green Lane which connects Montgomery County and the City of Philadelphia over the Schuylkill River. The current structure is 564 feet long, has a bridge deck area of 32,260 SF, and serves an AADT of 22,891. At nearly 90 years old, it has a sufficiency rating of 38, while the substructure condition has been rated as 'poor.' Any weight restriction or closure would cause significant traffic disruption to the region. This is also Philadelphia City Bridge #7 and is a jointly owned structure between the City of Philadelphia and Montgomery County.</p> <p>A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.</p>
Various	105291	The Circuit Line Item
		CHANGE
		Remove Pennypack Trail Extension – MPMS #105484, as Montgomery County will not be seeking funding from the TIP for this project. The project will be advancing using non-federal funds. Remove Delaware County's Chester Creek Trail Phase 2 as project is not ready to be included in The Circuit Line Item.

**Recommended Changes to the Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania
Final for the June 28, 2018 DVRPC Board Meeting**

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

Special Discretionary and Statewide Funded Projects		
COUNTY	MPMS #	TITLE
Various	Various	Various
CHANGE		
Add new projects to the TIP that received special discretionary funds from FAST Act, or Annual Appropriations, or are derived from Statewide Managed Programs (e.g. Highway Safety Improvement Program, Transportation Alternative Set-aside program (TA), Automated Red Light Enforcement, etc) as long as the following requirements are met: Financial constraint is not impacted because the project is fully funded by the discretionary, statewide, and local match funding, with no additional federal or state transportation dollars required from the Regional Program, except for Toll Credit Match; The region's air quality conformity finding is not impacted because the project is exempt from analysis or is a signal system which can be included in subsequent analysis per the current regulation; the project is consistent with the DVRPC long range plan; the project is consistent with the DVRPC Congestion Mitigation Process.		

Interstate Management Program Title and Description Changes		
COUNTY	MPMS #	TITLE
Philadelphia (Interstate Management Program)	103553	I-95: Race-Shackamaxon 2 (GR6)
CHANGE		
Change the title from 'I-95: Race-Shackamaxon 2 (GR6)' to 'I-95 Southbound: Race to Shackamaxon (GR6)' and replace the first paragraph of the description with the following: " This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). The project provides for the reconstruction, rehabilitation and widening of I-95 southbound between Race Street and Shackamaxon Street and the reconstruction of a portion of the Vine Street interchange ramp connection with I-95. Included in the project are structure rehabilitation, deck replacement, demolition and replacement of nine bridges.		
Philadelphia (Interstate Management Program)	103555	I-95 Corridor ITS (GR8)
CHANGE		
Remove the last sentence of the first paragraph which reads: "Enhancement and expansion of the Regional Traffic Management Center at the PennDOT District 6 Office in King of Prussia will also be evaluated for implementation." The Regional Traffic Management Center (RTMC) is now covered under RTMC General Contract - MPMS #110494, Plumbing Contract - MPMS #110496, Electric Contract - MPMS #110497, and HVAC Contract - MPMS #110498.		



Public Comment Outreach Documentation

PLEASE POST 5/1/2018 TO 6/3/2018

**THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION ANNOUNCES FOR
PUBLIC REVIEW: DRAFT DVRPC FY2019 TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) FOR PENNSYLVANIA**

The Delaware Valley Regional Planning Commission (DVRPC) is seeking your input and will open a public comment period. The *Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania (FY19-FY22)* will be available for public comment from May 1, 2018, until June 3, 2018 at 5:00 PM local time.

The Transportation Improvement Program (TIP) represents the region's federally funded transportation improvement priorities and is required by federal law in order for the region to receive and spend federal transportation funds. The TIP also includes non-federally funded projects that are regionally significant in order to provide a broad picture of the region's transportation improvements.

Please join us at a public meeting/information session on the Draft DVRPC FY2019 TIP for PA.

**Thursday, May 24, 2018
4:00 PM to 6:00 PM
DVRPC Conference Room
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106**

Web conferencing is available for the May 24th meeting. Please register by Wed. May 23rd by contacting 215-592-1800 or public_affairs@dvrpc.org if you are interested in using this option.

An electronic version of DVRPC's Draft PA TIP is available at www.dvrpc.org/TIP/Draft. Hardcopies are available in the DVRPC Resource Center and in a number of regional libraries. The document will also be available at the public meeting. If requested, the TIP can be translated into an alternative format or language.

Written comments and questions must be submitted in one of four ways listed below:

- Electronically through a web application available at: www.dvrpc.org/TIP/Draft
- By Email: TIP@dvrpc.org
- By Mail:

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

Philadelphia, PA 19106-1520
- Or by Fax: 215-592-9125.

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

Comments for this document must be received no later than 5:00 PM (local time) on June 3, 2018. Comments received via mail must be postmarked by June 2, 2018. Responses will not be provided unless comments are submitted in writing during the public comment period.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related nondiscrimination mandates in all activities. For more information, visit www.dvrpc.org/GetInvolved/TitleVI.



SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

NOTICE OF PUBLIC HEARING

FISCAL YEAR 2019 CAPITAL BUDGET

- I. The Southeastern Pennsylvania Transportation Authority (SEPTA) will conduct public hearings in the SEPTA Board Room at SEPTA Headquarters, 1234 Market Street, Mezzanine Level, Philadelphia, Pennsylvania 19107, at 11:30 A.M. and 5:00 P.M., on Wednesday, April 25, 2018. The purpose of the hearing is to consider the Authority's proposed Fiscal Year 2019 Capital Budget and Fiscal Years 2019-2030 Capital Program and the projects contained therein for which financial assistance is being sought. The total amount of federal and state funds to be received in Fiscal Year 2019 will be determined at the completion of the federal and state budget processes. SEPTA proposes to submit to its funding agencies a program of projects for funding consideration. SEPTA's final federal Section 5307 Program of Projects will be made available on SEPTA's website, <http://septa.org/strategic-plan/reports.html>; through the Delaware Valley Regional Planning Commission's Transportation Improvement Program (TIP); and in conjunction with the DVRPC's Public Involvement Process for the TIP.
- II. At the hearings, SEPTA will afford an opportunity for interested persons or agencies to be heard with respect to the social, economic and environmental aspects of the projects. Interested persons may submit orally, or in writing, evidence and recommendations. Speakers for the morning and evening sessions must register by 12:00 PM and 5:30 PM, respectively, on the day of the Public Hearings.

- III. Persons wishing to file written comments may forward them to the Director of Capital Budget and Grant Development, 9th Floor, 1234 Market Street, Philadelphia, PA 19107-3780. Comments must be received by May 1, 2018, so that they may be forwarded to the Hearing Examiner. Comments may also be sent via email to capbudget@septa.org.
- IV. Individuals in need of a sign language interpreter should contact the Director of the Capital Budget and Grant Development Department at the address listed above by April 9, 2018.
- V. An audio version of the public hearing notice and summary will be available through the Associated Services for the Blind at its website: www.asb.org and at the office of the Library for the Blind and Physically Handicapped, 919 Walnut Street, Philadelphia, PA 19107.
- VI. On or about March 26, 2018, members of the public may obtain a copy of the proposed Capital Budget and Twelve Year Capital Program at SEPTA's website: www.septa.org or by requesting, in writing, a copy from the Director of the Capital Budget and Grant Development Department at the address listed above.



Highlights

FY2019 DRAFT TIP for Pennsylvania
(FY19-22)



The Delaware Valley Regional Planning Commission is the federally designated Metropolitan Planning Organization for a diverse nine-county region in two states: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey.



DVRPC's vision for the Greater Philadelphia Region is a prosperous, innovative, equitable, resilient, and sustainable region that increases mobility choices by investing in a safe and modern transportation system; that protects and preserves our natural resources while creating healthy communities; and that fosters greater opportunities for all.

DVRPC's mission is to achieve this vision by convening the widest array of partners to inform and facilitate data-driven decision-making. We are engaged across the region, and strive to be leaders and innovators, exploring new ideas and creating best practices.

TITLE VI COMPLIANCE | DVRPC fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities, and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a public meeting. Requests will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program or to obtain a Title VI Complaint Form, please visit: www.dvrpc.org/GetInvolved/TitleVI, call (215) 592-1800, or email public_affairs@dvrpc.org.

DVRPC is funded through a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

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CHAPTER 1:

INTRODUCTION

The Draft DVRPC Fiscal Year 2019 Transportation Improvement Program (TIP) for Pennsylvania (FY19-FY22) covers the counties of Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania. DVRPC prepares a major update to the Pennsylvania TIP every other year to coincide with the update of Pennsylvania Department of Transportation's fiscally constrained statewide Twelve-Year Program, and releases a draft program for a review and comment period prior to recommending it for adoption by the DVRPC Board. This year, the Public Comment period begins on May 1, 2018 and will close at 5:00 PM on June 3, 2018. See further details regarding the comment process at the end of this document.

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

WHAT IS THE TIP?

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

The DVRPC TIP lists all transportation projects that intend to use federal funds, as well as state-funded capital projects that are transportation improvement priorities for this region. It is a multimodal, four year program that shows estimated costs and schedules by project phase. Most importantly, the TIP is financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred, or additional funding to the region must be identified. As a result, the TIP is not a "wish list;" competition between projects for a spot on the TIP clearly exists. The TIP not only lists specific projects, but also documents the anticipated schedule and cost for each project phase (preliminary engineering, final design, right-of-way acquisition, utility, and construction). Although it is not a final schedule of project implementation, inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the TIP time period.

The production of the TIP is the culmination of the transportation planning process and represents a consensus among state and regional officials as to what near term improvements to pursue. Consensus is crucial because the federal and state governments want assurances that all interested parties have participated in developing the priorities before committing significant sums of money. A project's inclusion in the TIP signifies regional agreement on the priority of the project and establishes eligibility for federal funding.

The TIP is a requirement of federal transportation legislation, most recently, the Fixing America's Surface Transportation Act (FAST Act), or Public Law 114-94. The FAST Act was signed into law on December 4,

2015 and will expire on September 30, 2020. The FAST Act is the first federal law in over ten years to provide long-term certainty for surface transportation funding, after multiple extensions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) which began on October 1, 2012 and originally was set to expire on September 31, 2014. The FAST Act built on the initiatives established in MAP-21, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Transportation Equity Act for the 21st Century (TEA-21), and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Transportation investment has been prescribed in a balanced approach through a guaranteed commitment to highways and bridges, public transit, safety, intermodal projects, and advanced technologies, such as Intelligent Transportation Systems.

WHAT IS THE TIMELINE TO DEVELOP THE TIP?

The TIP development (or update) typically begins approximately 10 months prior to adoption and involves intensive staff work and negotiations by PennDOT; SEPTA; Pottstown Area Rapid Transit (PART); Delaware River Port Authority (DRPA)/Port Authority Transit Corporation (PATCO); DVRPC staff; FHWA; and representatives of DVRPC city and county member governments, which constitute the DVRPC PA TIP Subcommittee. For the Draft DVRPC FY2019 TIP, the process commenced during the fall of 2017 with the review of costs and schedules of current FY2017 TIP projects. By March 2018, the result was a constrained, preliminary draft program (“preliminary Draft TIP”) based on reasonable, anticipated revenue projections for the next 12 years (FY19–30) and based on feedback from the PA TIP Subcommittee. At the end of March 2018 the Subcommittee arrived at a final list of projects for the Draft TIP (“final Draft TIP”) that could be evaluated for impacts on air quality conformity. DVRPC has opened a 30+-day public comment period, in which the draft document is shared with the public for feedback. The DVRPC Board is the final decision-making body of the MPO, and DVRPC staff will request the DVRPC Board to adopt the Draft TIP (with a List of Recommended Changes) in June 2018. After the DVRPC Board adoption, DVRPC staff will submit the document to PennDOT for approval and inclusion in the Statewide Transportation Improvement Program (STIP), which will then be submitted to federal partners (e.g., FHWA, FTA) for review and approval. The federal partners will formally approve the PennDOT FY2019 STIP, and the new DVRPC TIP and PennDOT STIP will become effective and will replace the DVRPC FY2017 TIP and PennDOT FY2017 STIP.

Table 1: Libraries Displaying the Draft DVRPC FY2019 TIP for Pennsylvania

Philadelphia City Institute Library 1905 Locust Street Philadelphia, PA 19103	Independence Branch Library 18 South 7th Street Philadelphia, PA 19106	Ramonita G. Derodriguez Branch Library 600 W. Girard Avenue Philadelphia, PA 19123
Joseph E. Coleman Regional Library 68 W. Cheltenham Avenue Philadelphia, PA 19144	Lucien E. Blackwell Regional Library 125 S. 52nd Street Philadelphia, PA 19139	Northeast Regional Library 2228 Cottman Avenue Philadelphia, PA 19149
Free Library of Philadelphia 1901 Vine Street Philadelphia, PA 19103	McPherson Square Branch Library 601 E. Indiana Avenue Philadelphia, PA 19134	Doylestown District Center Library 150 S. Pine Street Doylestown, PA 18901
Levittown Regional Library 7311 New Falls Road Levittown, PA 19055	Indian Valley Public Library 100 E. Church Avenue Telford, PA 18969	Newtown Public Library 201 Bishop Hollow Road Newtown Square, PA 19073
Chester County Library 450 Exton Square Parkway Exton, PA 19341	Coatesville Area Public Library 501 E. Lincoln Highway Coatesville, PA 19320	Cheltenham Township Library 215 S. Keswick Avenue Glenside, PA 19038
J. Lewis Crozer Library 620 Engle Street Chester, PA 19013	La Mott Free Library 7420 Sycamore Avenue La Mott, PA 19027	Ardmore Library 108 Ardmore Avenue Ardmore, PA 19003
Library for the Blind & Physically Handicapped 1500 Spring Garden Street, Suite 230 Philadelphia, PA 19130		

Source: DVRPC, 2018

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CHAPTER 2:

PROGRAM SUMMARIES

The Draft DVRPC FY2019 TIP for Pennsylvania contains more than 360 projects (including the Interstate Management Program), totaling over \$5.5 billion for the phases to be advanced during the next four years: an average over \$1.39 billion per year. Programmed funds include over \$2 billion for projects primarily addressing the non-Interstate Highway System, and over \$600 million for projects addressing the Interstate Management Program, resulting in an overall four-year total for the Highway Program of \$2.6 billion. Additionally, there is a \$2.8 billion Transit Program for SEPTA, Pottstown Area Rapid Transit (PART), and the Pennsylvania Department of Transportation’s Bureau of Public Transit (PennDOT BPT). Table 2 presents a funding summary for the DVRPC region by county and transit operator for each of the four TIP years in Pennsylvania, which includes federal, state, local, and the Pennsylvania Statewide Interstate Management Program funding for the DVRPC region. Table 3 and Table 4 provide a breakdown of various state and federal funding sources and their distributions, including local matches, while Table 5 shows the grand total of the highway and transit program.

Table 2: Cost Summary by County and Transit Operator in Pennsylvania (\$000)

	FY2019	FY2020	FY2021	FY2022	4-Year Total (FY2019– 2022)
Highway Program					
Bucks County	67,417	43,143	65,980	54,710	231,250
Chester County	81,355	93,890	57,841	59,622	292,708
Delaware County	72,805	57,792	32,190	63,388	226,175
Montgomery County	112,997	120,281	141,913	89,526	464,717
Philadelphia County	110,313	107,985	141,237	171,416	530,951
Various Counties	66,582	86,407	75,020	84,173	312,182
Regional Highway Program	511,469	509,498	514,181	522,835	2,057,983
Interstate—Delaware County	8,500	1,000	1,550	1,000	12,050
Interstate—Montgomery County	0	1,000	13,980	21,235	36,215
Interstate—Philadelphia County	91,268	130,829	194,007	135,642	551,746
Interstate Program Subtotal	99,768	132,829	209,537	157,877	600,011
Regional Highway and Interstate Program Subtotal Cost	611,237	642,327	723,718	680,712	2,657,994
Transit Program					
PennDOT BPT	55,000	0	0	0	55,000
PART	2,061	2,098	2,781	2,027	8,967
SEPTA	776,786	738,136	693,303	613,285	2,821,510
Transit Program Subtotal Cost	833,847	740,234	696,084	615,312	2,885,477
Grand Total Cost of TIP	1,445,08	1,382,561	1,419,802	1,296,024	5,543,471

SOURCE: DVRPC. 2018

Table 3: Cost by TIP and Interstate Funding Category (\$000)

Fund Type	FY2019	FY2020	FY2021	FY2022	4-Year Total (FY2019–2022)	LFY 2023–2026	LFY 2027–2030	Total LFYs 2023–2030
HIGHWAY PROGRAM								
Bridge State	53,378	52,086	52,633	52,069	210,166	208,269	208,258	416,527
Bridge State—Interstate	2,460	2,214	2,050	2,050	8,774	6,150	0	6,150
Highway State	54,268	59,666	63,359	69,410	246,703	277,632	277,621	555,253
Highway State—Interstate	10,512	11,044	7,949	7,324	36,829	24,709	5000	29,709
Bridge Off	11,670	11,670	11,670	11,670	46,680	46,680	46,680	93,360
CAQ	31,475	32,289	36,881	36,881	137,526	147,524	147,524	295,048
e581	1,200	0	0	0	1,200	0	0	0
FLEX	17,083	17,083	17,083	17,083	68,332	68,332	68,332	136,664
Green Light—Go	0	0	11	0	11	161	0	161
HCB	63	997	0	0	1,060	0	0	0
HSIP	13,743	14,253	14,253	14,253	56,502	57,012	57,102	114,024
LOC	11,840	19,050	21,744	34,884	87,518	44,856	5,733	50,589
NFP	0	0	61,099	0	61,099	61,099	122,198	183,297
NHPP	140,077	145,014	144,990	144,965	575,046	579,860	579,860	1,159,720
NHPP—Interstate	78,796	118,571	123,909	127,268	448,544	567,629	812,994	1,380,623
RRX	429	1,068	0	0	1,497	0	0	0
sHSIP	12,382	7,616	8,674	0	28,672	0	0	0
SPK-NHPP	23,000	24,000	23,980	33,235	104,215	159,025	60,000	219,025
SPK-STP	8,950	4,400	17,280	17,270	47,900	104,000	0	104,000
SRTSF	797	1000	0	0	1,797	0	0	0
STP	26,660	27,151	27,141	27,132	108,084	108,528	108,528	217,056
STU	73,071	76,160	76,160	76,160	301,551	304,640	304,640	609,280
SXF	21,110	563	3,968	174	25,815	95	0	95
TAP	9,841	0	0	0	9,841	0	0	0
TAU	3,932	3,932	3,932	3,932	15,728	15,728	15,728	31,456
TIGER	0	12,000	0	0	12,000	0	0	0
Toll	0	0	0	0	0	0	0	0
TPK	0	0	4,952	4,952	9,904	4,952	0	4,952
Highway Subtotal	611,237	642,327	723,718	680,712	2,657,994	2,807,881	2,820,108	5,627,989

SOURCE: DVRPC. 2018

NOTE: The funds that are highlighted in green are state transportation funds; the funds highlighted in blue are FHWA funds; the funds highlighted in purple are local/other funds. See Figure 2: “Cost Summary by Funding Source in Pennsylvania (\$000),” on page 8.

TABLE 4: Cost by Transit TIP Funding Category (\$000)

Fund Type	FY2019	FY2020	FY2021	FY2022	4-Year Total (FY2019–2022)	LFY 2023–2026	LFY 2027–2030	Total LFYs 2023–2030
TRANSIT PROGRAM								
1513	1,150	1,150	1,150	1,150	4,600	0	0	0
1514	319,391	328,330	328,577	340,912	1,317,210	1,363,630	1,401,030	2,764,660
1517	50	50	50	0	150	0	0	0
341	11,000	0	0	0	11,000	0	0	0
5307	124,399	109,124	109,781	109,096	452,400	433,288	433,288	866,576
5337	147,375	123,463	123,463	123,463	517,764	493,852	493,852	987,704
5339	7,506	7,705	7,705	7,705	30,621	30,820	30,820	61,640
LOC	20,892	20,931	20,961	20,928	83,712	83,308	83,270	166,578
Other	169,995	125,001	80,004	0	375,000	0	0	0
PTAF 44	32,089	24,480	24,393	12,058	93,020	48,249	10,850	59,099
Transit Subtotal	833,847	740,234	696,084	615,312	2,885,477	2,453,147	2,453,110	4,906,257

SOURCE: DVRPC. 2018

NOTE: The funds that are highlighted in green are state transportation funds; the funds highlighted in blue are FTA funds; the funds highlighted in purple are local/other funds. See Figure 2: "Cost Summary by Funding Source in Pennsylvania (\$000)," on page 8.

Table 5: Grand Total Highway and Transit Program

Program	FY2019	FY2020	FY2021	FY2022	4-Year Total (FY2019–2022)	LFY 2023–2026	LFY 2027–2030	Total LFYs 2023–2030
GRAND TOTAL COST: FOUR-YEAR HIGHWAY AND TRANSIT PROGRAM								
Highway	611,237	642,327	723,718	680,712	2,657,994	2,807,881	2,820,108	5,627,989
Transit	833,847	740,234	696,084	615,312	2,885,477	2,453,147	2,453,110	4,906,257
DVRPC Total	1,445,084	1,382,561	1,419,802	1,296,024	5,543,471	5,261,028	5,273,218	10,534,246

SOURCE: DVRPC. 2018

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

Source: DVRPC, 2018

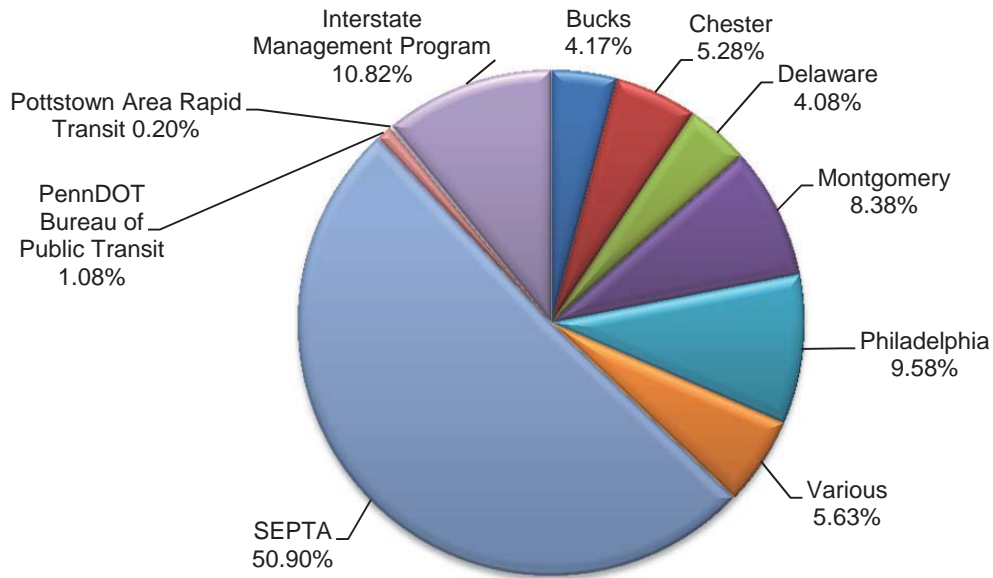


Figure 2: Cost Summary by Funding Source in Pennsylvania (\$000)

Source: DVRPC, 2018

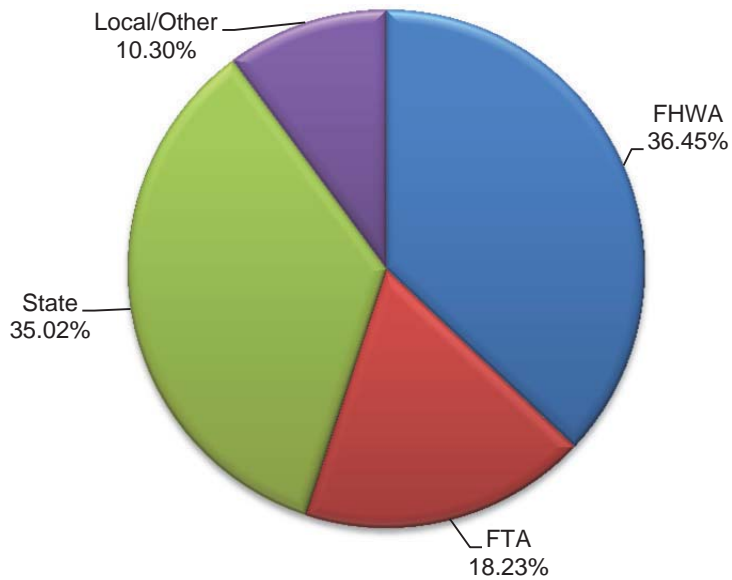


Figure 3: Four Year DVRPC Regional Highway Program Cost by Phase

Source: DVRPC, 2018

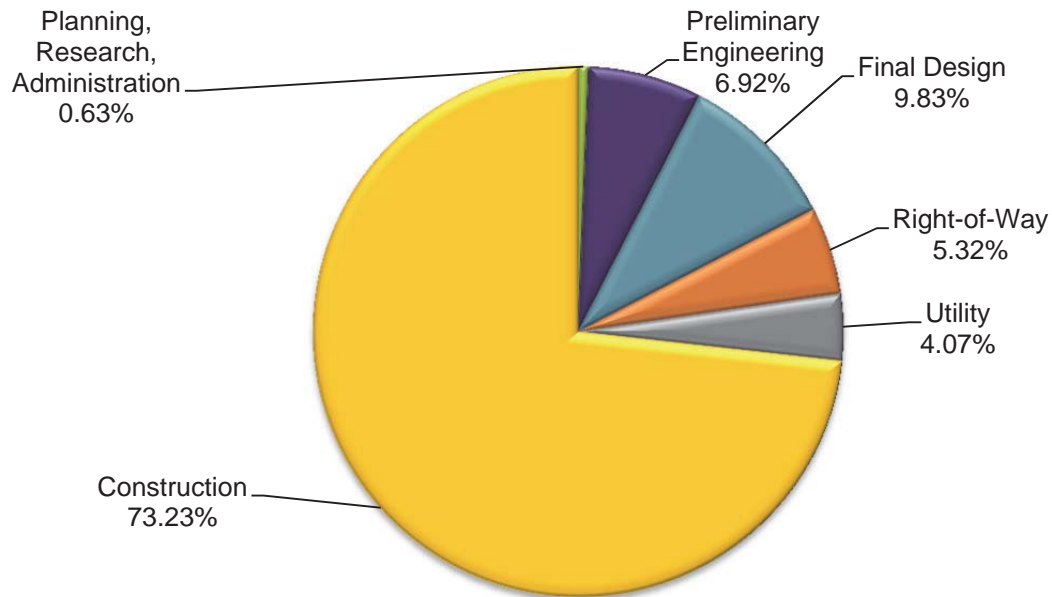
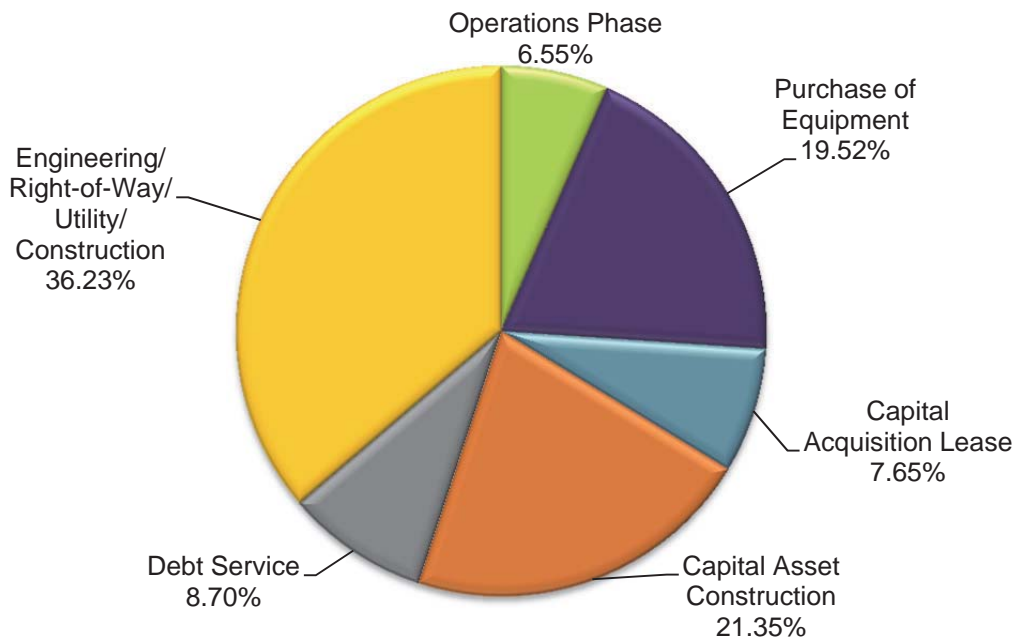


Figure 4: Four-Year DVRPC Regional Transit Program Cost by Phase

Source: DVRPC, 2018



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PERFORMANCE-BASED PLANNING AND PROGRAMMING (PBPP)

BACKGROUND

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and subsequent Fixing America's Surface Transportation (FAST) Act require State DOTs and MPOs to establish and use a performance-based approach to transportation decision making. This includes tracking performance measures, setting data-driven targets for each measure, and selecting projects to help meet those targets. The FAST Act also requires that the TIP include a description of its anticipated effect toward achieving the established performance targets, linking investment priorities to those performance targets.

The goal of Performance-Based Planning and Programming (PBPP) is to ensure efficient investment of federal transportation funds by increasing accountability and transparency and providing for better investment decisions that focus on key outcomes related to seven national goals:

- Safety
- Infrastructure preservation
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

Safety is the first national goal identified in the FAST Act and has the earliest deadline for addressing progress towards meeting targets in the Transportation Improvement Program.

SAFETY PERFORMANCE MANAGEMENT MEASURES RULE

The FHWA Highway Safety Improvement Program and Safety Performance Management Measures Rule (Safety PM Rule) requires State DOTs and MPOs to set targets for five safety-related performance measures. The federal safety performance measures are five-year rolling averages of:

- Number of fatalities
- Rate of fatalities per 100 million vehicle miles traveled (MVMT)
- Number of serious injuries
- Rate of Serious Injuries per 100M VMT
- Number of nonmotorized fatalities and serious injuries (combined)

State DOTs report baseline values, targets, and progress toward meeting the targets to FHWA in an annual safety report. MPOs may either establish quantitative targets for their metropolitan planning area, or agree to adopt the statewide targets. FHWA requires DOTs and MPOs to establish safety targets

on an annual basis, beginning with targets for calendar year (CY) 2018. The DVRPC Board adopted a resolution on January 25, 2018 supporting PennDOT's statewide safety targets for CY 2018. The Draft DVRPC FY2019 TIP for Pennsylvania (FY19-22) was developed to ensure progress toward target achievement. Please see Chapter 3: Performance-Base Planning and Programming (PBPP) in the Draft FY2019 TIP for Pennsylvania (FY19-22) for details and further information on DVRPC's approach to addressing safety targets.

MAPPING APPLICATION AND LISTINGS OVERVIEW

MAPPING APPLICATION AND GEOGRAPHIC INFORMATION SYSTEMS (GIS)

DVRPC suggests using the TIP Web Search Tool, www.dvrpc.org/TIP/Draft, as the primary mapping function to show the location of mappable projects for the highway, transit, and Interstate projects and is the best way to submit a public comment on the Draft FY2019 TIP. For this TIP update, the TIP Web Search Tool has been completely overhauled. It is more user friendly, and can be used on mobile devices. Different types of projects, such as intersection improvements, bridge replacements, or transit facilities, are shown using various colors and symbols in the TIP Web Search Tool. Certain types of projects, such as roadway landscaping, lease payments for the use of railroad tracks, or preliminary studies, are not mapped. These projects are listed on the right-side list of projects when you search by keyword or MPMS #.

As with the previous TIP Web Search Tool, not just TIP project locations are shown, but also overlays of Planning Centers, Freight Centers, Congestion Management Process Corridors, and Environmental Justice and Title VI layers, as well as a “search by address or location” function. The user can search for projects by municipality, zip code, project name, or even funding type. The user can browse the interactive map for projects by clicking on markers to show information and even drag the map to another location and the map will automatically update with new results. Selected project information can also be printed.

Downloadable GIS point, line, and polygon location features for Draft TIP projects, as well as TIP projects in the current adopted Pennsylvania and New Jersey TIPs, as well as formal TIP Actions that the DVRPC RTC and Board approve are available via the Transportation section of DVRPC’s GIS Data webpage, www.dvrpc.org/Mapping/Data.

DVRPC REGIONAL HIGHWAY AND TRANSIT PROJECT LISTINGS

The Draft TIP document includes various project listings which are drawn from the Pennsylvania Highway, Transit, and Interstate Management programs, which are thoroughly explained in the following paragraphs.

All projects within the four years of the TIP period (FY19–22) are considered funded and are able to be federally authorized for funding. By federal regulation, the TIP is the four-year constrained program for which revenues are reasonably expected to be available. However, the region has worked to develop a 12-year constrained programming horizon for highway and transit projects in order to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs. Many projects that have phases within the four years also have phases (such as construction) that may be out in LFY23–30. This 12-year constrained programming horizon is illustrated on the project listings within the TIP document. Project phases that fall beyond the four-year TIP are technically “unfunded,” but they are listed, as they represent the region’s planned commitment to fund these phases in the future as funds become available.

Table 6 through Table 11 includes highway projects for Bucks, Chester, Delaware, and Montgomery counties; the City of Philadelphia; and a listing of projects that apply to more than one county called "Various". Table 12 includes transit projects for PennDOT's BPT, SEPTA, and PART. Finally, Table 13 includes the Interstate Management Program (IMP). Within each county grouping, individual highway and transit projects are listed numerically by DOT ID number (MPMS). For full project descriptions, please see the Draft DVRPC FY2019 TIP for Pennsylvania at www.dvrpc.org/TIP/Draft/

Projects **bolded** are "**NEW**" to the TIP. **Projects bolded with an asterisk (*)** are "**NEW-B**" projects that have been "broken out of," or derived from, an existing TIP project. **Projects bolded and italicized** are projects indicated as "**RETURN**," which were previously programmed in a prior TIP, but through a variety of circumstances have returned to the FY2019 TIP.

Table 6: Bucks County TIP Project List

MPMS #	PROJECT TITLE	MPMS #	PROJECT TITLE
HIGHWAY PROGRAM – BUCKS COUNTY			
12923	Bristol Road Extension	64781	Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek
12931	Worthington Mill Rd Br (Bridge)	74827	Delaware Canal Enhancement
12965	Lawn Avenue	78516	Bridge Replacement Brownsville Road
13014	Clay Ridge Road Bridge Over Beaver Creek (CB #30)	86244	River Road at Golden Pheasant over Delaware Canal
13240	Old Bethlehem Road Bridge Over Kimples Creek	86923	PA 309, Sellersville Bypass, Resurfacing (PM1)
13248	Walnut Street Bridge Over Perkiomen Creek (CB #13)	88083	Stoopville Road Improvements - Phase 2
13249	Stone Bridge Road (Bridge)	90327	River Rd o/ Trib Delaware (Bridge)
13296	Rickert Road Bridge Over Morris Run Creek (CB #21)	92582	I-95 Philadelphia to Scudder Falls
13377	Main St over SEPTA (Bridge)	93444	Route 1 Improvement-South (Section RC1)
13440	Allentown Road and PA 663 Bridges (2) Over Licking Creek	93445	Route 1 Improvement-North (Section RC2)
13549	US 1 (Bridges) Design (Section 03S)	93446	Route 1 Improvement Frontage Corridor (Section RC3)
13606	Hulmeville Avenue Bridge Over Conrail	98221	Stock's Grove Road over Beaver Creek (CB# 333)
13607	Upper Ridge Road Bridge Over Unami Creek	102272	Holland Road at Buck Road and Route 532
13635	Oxford Valley Road/Lincoln Highway Intersection Improvements	102830	Neshaminy Greenway Trail (Bristol to Upper State) (TAU)
13716	Headquarters Road Bridge Over Tinicum Creek	104365	New Falls Road Pedestrian Safety Improvements
13727	Bristol Road Intersection Improvements	107794	Woodbourne Road (SR 2033) and Langhorne-Yardley Road (SR 2049) Improvements
17918	I-95, Transit Improvements/FLEX (Cornwells Heights)	108002	Moland Park Trail (TAP)
49315	Portzer Road Roundabout	110091	King Road Bridge over Herkaken Creek (CB #54)
50634	County Line Road Restoration (M04)(3R)	110309	I-95/US 13/PA 132 Slip Ramp Operation Improvement
57619	Route 313 Corridor Improvements	110310	Almshouse at Jacksonville Road
57625	Route 232, Swamp Road Safety Improvements	110966	Old Lincoln Highway and Hulmeville Avenue Safety Improvements
64778	State Road	111024	Easton Road Roundabout

Table 7: Chester County TIP Project List

MPMS #	PROJECT TITLE	MPMS #	PROJECT TITLE
HIGHWAY PROGRAM – CHESTER COUNTY			
14134	West Bridge Street Bridge Over Amtrak	95430	US 202 at SR 926 Intersection Improvement
14236	Little Washington Road Bridge Over Culbertson Run	98036	Merlin Road over Pigeon Run (Bridge)
14351	Rudolph and Arthur Covered Bridge On Camp Bonsul Road over Big Elk Creek	98039	Ship Road over Valley Creek (Bridge)
14532	US 30, Coatesville Downingtown Bypass Reconstruction Design	98041	Birchrun Road over Birch Run (Bridge)
14541	US 1, Baltimore Pike Widening	98223	Creek Road over Pickering Creek (Bridge)
14580	US 1 Expressway Reconstruction (Southern Section)	98224	Spring City Road over Stony Run (Bridge)
14581	US 1 Expressway Reconstruction (Northern Section)	102708	PA 41 at PA 841 Improvements
14698	US 422, Reconstruction (M2B)	102709*	PA 41 & SR 926 Improvements
47979	North Valley Road over Amtrak	102853	Lenape Rd O/Brandywine Creek (Bridge)
59434	Schuylkill River Trail (Q20)	107176	Paoli Pike Trail, Segment C (TAP)
61885	Schuylkill River Trail (Mont Clare Bridge)(Q42)	107551*	SR30/SR10 to Business 30 Interchange Improvement
64220	US 422 Expressway Reconstruction (M03)	107553*	SR30 & Airport Rd Interchange Improvement
69919	PA 372, Lower Valley Road Bridge Over Officers Run	107554*	US30 & PA82 Interchange Improvement
81286	Creek Rd o/ E Brandywine (PA 282) (Bridge)	107945	Art School Rd O/ Br Pickering Creek (Bridge)
85949	SR 896 Safety Improvement	108003	McFarlan Road Sidewalks (TAP)
86064	Hadfield Road Bridge Over Beaver Creek (CB #244)	108004	Woodbine Road Multi-Use Trail (TAP)
86276	Township Road over West Branch of Big Elk Creek (CB #297)	108920	Brandywine Crk Slope Restoration
86301	Lancaster Avenue / Brandywine Creek	110311	PA 41 at State Road Intersection
86696	Watermark Road Bridge Over Muddy Run (CB #21)	110312	Baltimore Pike/Newark Road Intersection Improvements
87781	US 30, Coatesville Downingtown Bypass (CER-Eastern Section)	110949	Horseshoe Pike and Manor Road Intersection
90612	Boot Road o/ Amtrak (Bridge)	110954	PA 10 Shoulder Widening
92733	Downingtown Pk over/E Branch Brandywine (Bridge)	110963	Manor Road Roundabout

Table 8: Delaware County TIP Project List

MPMS #	PROJECT TITLE	MPMS #	PROJECT TITLE
HIGHWAY PROGRAM – DELAWARE COUNTY			
15008	Folcroft Avenue Bridge Over Amtrak/SEPTA Wilmington/Newark Rail Line	93105	State Rd o/Darby Creek (Bridge)
15183	Station Road Bridge Over Chester Creek (CB #234)	95429	US 202 and US 1 Loop Road
15225	Ardmore Avenue Bridge Over SEPTA and Cobbs Creek	98216	Michigan Ave over Little Crum Creek (CB# 210)
15251	US 1 and PA 352 Interchange, Intersection, and Roadway Improvements	98217	Hilldale Road over Darby Creek (CB# 149)
15306	Sellers Avenue Bridge Over Amtrak and SEPTA Wilmington Newark Rail Line	98218	South Avenue over Muckinipattis Creek (Mulford Bridge) (CB# 142)
15368	Manoa Road Bridge over Cobbs Creek (Bridge)	99668	PA 291 Drainage Improvement
47147	3rd Street Dam Over Broomall Lake	102835	Hillside Road Pedestrian Safety Improvements (TAP)
47992	New Road Over West Branch of Chester Creek (Crozierville Bridge)	103216	Jansen Avenue Grade Crossing
57757	Morton Avenue / Swarthmore Avenue Intersection Improvements and Morton Avenue Sidewalk	103217	Main Street Grade Crossing
57773	Lloyd Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line (CB)	104343*	US 322 over CSX
64791	PA 420, Kedron Avenue	104610	Erickson Avenue Grade Crossing
69665	South Creek Road Bridge Over Brandywine Creek	107177	Moore Road Sidewalk Project (TAP)
69817	US 322, Featherbed Lane to I-95 (Section 102)	107178	Springfield Township Sidewalk Improvements (TAP)
70228	I-476, MacDade Boulevard Ramp Improvements	107652	US 202/US 1 ITS Corridor
79329	Bridgewater Road Extension	107995	Radnor Township Trail (TAP)
86368	Mount Alverno Road Bridge Over Chester Creek (CB #9)	108005	Avenue of the States Streetscape (TAP)
86370	Tribbitt Avenue Bridge Over Hermesprotta Creek (CB #237)	108910	I-95 Noise Abatement
88400	US 1, Chester County Line to Pole Cat Road	110951	Macdade Blvd. Corridor Safety Improvements
88407	I-95 Overhead Bridges	110965	Marshall Road Corridor Safety Improvements
92323	Wanamaker Ave o/ Darby Ck (Bridge)	111021	Bethal Road Roudabout
92739	Glenn Riddle o/Chrome Run (Bridge)	111022	Chichester Avenue Corridor Safety Improvements
92808	Marshall Rd o/ Cobbs Crk (Bridge)		

Table 9: Montgomery County TIP Project List

MPMS #	PROJECT TITLE	MPMS #	PROJECT TITLE
HIGHWAY PROGRAM – MONTGOMERY COUNTY			
16150	Tookany Creek Parkway Bridge Over Tookany Creek	63486	US 202, Johnson Highway to Township Line Road (61S)
16214	PA 611, Old York Road Over SEPTA R3	63490	US 202, Township Line Road to Morris Road (61N)
16216	Pennswood Road Bridge Over Amtrak/SEPTA R5 Rail Lines	63491	US 202, Morris Road to Swedesford Road (65S)
16239	New Hanover Square Road Bridge (Bridge)	64795	Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road
16334	PA 73, Church Road Intersection and Signal Improvements	64798	North Narberth Avenue Bridge Over Amtrak/SEPTA (CB)
16396	Church Road Bridge Over Norristown High Speed Line (CB)	66952	PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)
16408	Fruitville Road Bridge Over Perkiomen Creek (CB #232)	67404	Township Line O/Stoney Cr (Bridge)
16577	Ridge Pike, Butler Pike to Crescent Avenue Reconstruction and Signal Upgrade	72355	Valley Green Road Bridge Over Wissahickon Creek
16599	PA 320 at Hanging Rock	74816	Whitemarsh Street Imprv (TE)
16665	US 202, Markley Street Southbound (Section 500)	74937	Whitemarsh Township Street Improvements
16705	Chester Valley Trail Extension (C036)	77211	PA 309 Connector: Allentown Road to Souderton Pike (HT2)
16726	WarminsterRd/Pennypack Ck (Bridge)	78736	E King St O/Manatawney Cr (Bridge)
16738	US 422 Expressway Section M1B	79864	Lafayette Street, Barbados Street to Ford Street Widening (MGN)
16741	Swamp Road at PA 663	80052	Fetters Mill Bridge Over Pennypack Creek
48172	PA 23 Moore to Allendale and Trout Crk Rd Bridge	83643	Limekiln Pike (Bridge)o/SEPTA RR
48174	PA 63, Welsh Rd.	83742	Keim Street Bridge Over Schuylkill River
48175	Ridge Pike, PA Turnpike to Butler Pike	86336	Congo Road Bridge Replacement
48187	Henderson/Gulph Road Widen near I-76 Ramps	86924	PA 422, Resurfacing (PM2)
50646	PA 63 Bridges (3) Over Unami Creek and East Branch of Perkiomen	87099	Upper Gwynedd Township Improvements (SRTSF) - Round 1
51095	I-76 Schuylkill Expressway Corridor ITS	92807	PA 73 - Skippack Pike Bridge Replacement
57849	PA 29, Main Street Bridge Over Reading Railroad Tracks (Removal)	92839	Ridge Pike over Norfolk Southern RR bridge (CB: #257)
57858	Lafayette Street Extension (MG1)	98037	Niantic Road over Perkiomen Creek (Bridge)
57865	Edge Hill Road Reconstruction	98225	Butler Pike over Prophecy Creek (Bridge)

Table 9: Montgomery County TIP Project List (continued)

MPMS #	PROJECT TITLE	MPMS #	PROJECT TITLE
HIGHWAY PROGRAM – MONTGOMERY COUNTY			
102273	Second Collegeville Bridge Crossing	108006	Limerick Township Trails (TAP)
103372	Waverly Road over Tacony Creek (County Bridge #275)	108008	Tookany Creek Trail Phase 3 (TAP)
104280	First Avenue Road Diet (TAP)	110313	Belmont Avenue Bridge over Schuylkill River (CB
105134	First Ave Linear Park/Streetscape	110315	Philmont Avenue/Tomlinson Road/Pine Road Improvements - 6 Point Intersection
105677	Traffic Signal Modernization (GLG)	110444*	Ridge Pike - School Lane to Belvoir Road (CB #0 and TPK Bridge DB-116)/Interchange Area Bridges
105803	PA 309 Connector: Souderton Pike to PA 309 (HT3)	110494	RTMC General Contract
106068	Barbadoes Street Connector Road	110496	RTMC Electrical Contract
106326	Union Street Grade X-ing	110497	RTMC HVAC Contract
107179	Fort Washington Office Park, Cross County Trail Final Segment (TAP)	110498	RTMC Plumbing Contract
107180	Powerline Trail Connection - Phase 1 (TAP)	110961	Old Skippack Rd. Roundabout
107697	Balligomingo Road Restoration	110971	Main Street Safety Improvements
107996	Abington Township Trail (TAP)	111005	Conshohocken Garage (I-76 ICM)

Table 10: Philadelphia County TIP Project List

MPMS #	PROJECT TITLE	MPMS #	PROJECT TITLE
HIGHWAY PROGRAM – PHILADELPHIA COUNTY			
17407	Erie Ave o/ Conrail (Bridge)	69828	Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB)
17409	Coulter St/SEPTA *B2 (Bridge)	69909	Willits Road Bridge Over Wooden Bridge Run
17511	City Ave o/ SEPTA (Bridge)	69914	Fifth Street over Conrail (Bridge)
17697	Island Avenue Signal Upgrade	70231	Swanson Street Reconstruction
17782	I-95 & Aramingo Ave., Adams Ave. Connector	72597	Benjamin Franklin Bridge Safety Improvements
17816	Chestnut Street Bridges, Ramps, (8) at 30th Street	74828	American Cities/Safe Routes to School - Phase 3
17821	I-95, Shackamaxon Street to Ann Street (GIR) - Design	75804	University Av/CSX Rail (Bridge)
46959	I-95 Design Review Manager	78757	JFK Blvd @ 32nd St. o/ SEPTA (30th Street Station) (Bridge)
57276	Montgomery Avenue Bridge over Amtrak at 30th Street (CB)	78764	W Girard Ave O/CSX (Bridge)
57902	City Wide 3R Betterments	79686	I-95, Columbia Avenue to Ann Street (GR1)
62694	Passyunk Avenue Drawbridge Over the Schuylkill River	79830	North Delaware Riverfront Greenway Project, Sec 1 (TAP)

Table 10: Philadelphia County TIP Project List (continued)

MPMS #	PROJECT TITLE	MPMS #	PROJECT TITLE
HIGHWAY PROGRAM – PHILADELPHIA COUNTY			
79832	North Delaware Riverfront Greenway project, Sec 3	106993	Frankford Ave Signal Improvements
79911	I-95: Allegheny Ave Interchange Advance Contract (AFI)	106994	Rising Sun Ave Signal Improvements
80104	Henry Ave Corridor Safety Improvements, Phase 1	106995	Castor Ave Signal Improvements
81292	Frankford Av/Frankford Ck (Bridge)	107181	Cheltenham-Greene Plaza Reconstruction (TAP)
83736	Roosevelt Blvd over Wayne Junction (WAV)	107182	City of Philadelphia SRTS (Non-infrastructure) (TAP)
87107	School District of Philadelphia Improvement (SRTSF) - Round 1	107183	Make Way for Children, Expanding Pedestrian Infrastructure to Philadelphia Schools (TAP)
88085	Byberry Road Bridge Replacement	107197	Manayunk Bridge Trail Site Amenities (TAP)
91490	Expressway Service Patrol - Philadelphia	107198	Safe Spaces for Cyclists: Building a Protected Bicycle Network (TAP)
92554	Ridge Ave Over Amtrak (Bridge)	107698	I-76 Bridge Repair Section SRE
92809	Roosevelt Blvd Exit (Bridge)	107709	I-95 Bridge Repairs (95/MB4)
96223	Philadelphia Signal Retiming	107999	S. 53rd St. & Baltimore Ave. Safety Improvements (TAP)
98229	59th Street over AMTRAK	108009	Demand-Driven Indego Expansion
98230	Tabor Road over Tacony Creek	108090	Citywide Resurfacing 106
102134	Henry Ave Corridor Safety Improvements, Phase 2	108092	Citywide Resurfacing 107
103218	Ashton Road Grade Crossing	108095	Citywide Resurfacing 108
103219	Blue Grass Road Grade Crossing	108097	Citywide Resurfacing 109
103563	I-95: Bridge Street Ramps (Section BS5)	108098	Citywide ADA Ramps 2
105290	Ben Franklin Bridge Eastbound Operational Improvements	108099	Falls Road Bridge
105488	Citywide Resurfacing 105	108129	MLK Drive over Schuylkill River (Bridge)
106264	I-95 Central Access Philadelphia (CAP) / Waterfront Access	110314	30th Street Viaduct over 30th Street Lower (Bridge)
106708	I-95 Planning Assistance	110415	Schuylkill Banks Christian to Crescent (TIGER)
106991	5th Street Signal Improvements	110958	Castor Avenue Roundabout
106992	2nd Street Signal Improvements		

Table 11: Various Counties TIP Project List

MPMS #	PROJECT TITLE	MPMS #	PROJECT TITLE
HIGHWAY PROGRAM – VARIOUS COUNTIES			
17876	Road/Resurfacing/Rehabilitation	97311	Transportation Community Development Initiative (TCDI) Administration
17891	RideECO Mass Marketing Efforts	102105	Municipal Bridge Line Item
17928	Air Quality Partnership	102106	Structurally Deficient Bridge Line Item
48199	Transportation Management Associations (TMA)	102107	Bridge On Demand Line Item
48201	DVRPC Competitive CMAQ Program	102275	Study Line Item
48202	Regional GIS Support - DVRPC	102318	Bridge Group M
48203	Aerial Photography	102319	District Wide Bridge Rehab Group O
57927	Regional Safety Initiatives (HSIP)	102320	District Wide Bridge Rehab Group P
63406	Retrofit for Bike Lanes and Shoulders	102665	Signal Upgrade Line Item
64652	Transportation Community Development Initiative (TCDI)	104639	Travel Monitoring
64984	Transportation Alternatives Program (TAP) Line Item	105291	The Circuit Line Item
65109	Transit Flex - SEPTA	106648	Sink Holes Line Item
66460	TAP Project Engineering and Management - DVRPC	106649	Stormwater Permits/Environmental Mitigation
66461	CMAQ Project Engineering and Management - DVRPC	106651	Sign Structure Repair
72738	Transportation Systems Management and Operations (TSMO)	106654	I-95 Transportation Demand Mgt (TMA)
75854	District Program Management Services "A"	106990	District Roundabout Program
75855	District Program Management Services "B"	107544	Bridge Group N
79927	Highway Reserve Line Item-STP	108554	Local Asset Data Collection - Southeast PA
79929	Bridge Reserve Line Item	109599	Bridge Group U
79980	STU Reserve Line Item	109847	ROW Divestment 6-0
82216	NHPP Reserve Line Item	109848	LED Lighting Conversion 6-0
83743	ADA Ramps Line Item	110127	District 6 Modeling Assistance
84318	CAQ Reserve Line Item	110429	Mobility Alternatives Programs (MAP)/Share a Ride Program (SAR)
84457	Signal Retiming Program	110460	Commuter Services
86077	Enhance and Maintain Travel Forecasting Tools - DVRPC	110469	Wrong Way Entry Design Build
92182	Expressway Service Patrol - Suburban Counties (2022-2026)	110660*	Bridge Group V
95447	County Bridge Line Item		

Table 12: Transit TIP Program List

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

Table 13: Interstate Management Program List

MPMS #	PROJECT TITLE	MPMS #	PROJECT TITLE
INTERSTATE MANAGEMENT PROGRAM - DELAWARE COUNTY			
15477	I-95/322/Conchester Hwy. Interchange/Impvts. (322)		
104821	I-476 Travel Management		
INTERSTATE MANAGEMENT PROGRAM – MONTGOMERY COUNTY			
106662	I-76 Integrated Corridor Management		
INTERSTATE MANAGEMENT PROGRAM – PHILADELPHIA COUNTY			
47811	Bridge Street Design (Section BSR)(IMP)	80014	I-95, Utility Relocation & Surface Sts (CP3)
47812	I-95: Betsy Ross Interchange (BRI) - Design(IMP)	92289	I-95 Consultant Mgmt
47813	I-95: Ann Street to Wheatsheaf Lane (AFC)	98207	I-95 Congestion Management
79685	I-95: Cottman-Princeton Main Line and Ramps (CP2) (IMP)	103553	I-95: Race-Shackamaxon 2 (GR6)
79826	I-95 Northbound: Columbia-Ann St N (GR3)	103554	I-95 Corridor ITS/ATMS (GR7)
79827	I-95 Southbound: Columbia-Ann St N (GR4)	103555	I-95 Corridor ITS (GR8)
79828	I-95: Race - Shackamaxon (GR5)	103556*	I-95 ATMS (GR9)
79903	I-95: Betsy Ross Bridge Ramps Construction (BR0) (IMP)	103557	I-95N Ann St-Wheatsheaf Lane (AF3)
79904	I-95: Betsy Ross Section Overhead Bridges, Ramps, Adams Ave (BR2)	103558	I-95SB: Ann St -Wheatsheaf Lane (AF4)
79905	I-95: Betsy Ross Mainline (BR3)	103559	I-95 Betsy Rss Mainln SB (BR4)
79908	I-95: Kennedy to Levick (Section BS1) (IMP)	103560	I-95 Besty Ross Conrail Brdgs (BR5)
79910	I-95: Margaret to Kennedy (Section BS2) (IMP)	103561	I95 Betsy Ross Int. Drainage (BR6)
79912	I-95: Allegheny Ave Inter (AF2)	103562	I-95 B.Ross Rmps/Adms Ave Cnn (BS4)

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CHAPTER 5:

LEARN MORE AND SHARE YOUR IDEAS!

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

THE PUBLIC COMMENT PERIOD FOR THE DRAFT DVRPC FY2019 TIP FOR PENNSYLVANIA IS OPEN AS OF MAY 1, 2018 AND WILL CLOSE ON JUNE 3, 2018 AT 5:00 P.M. (EST).

COMMENTS SHOULD BE SUBMITTED ONLINE VIA THE TIP COMMENT/SEARCH/MAP APPLICATION AT www.dvrpc.org/TIP/Draft/

In addition, the public can submit comments via e-mail to tip@dvrpc.org during the public comment period, or forward their comment in writing by U.S. mail: TIP Comments, c/o DVRPC Office of Communications and Engagement, 190 N. Independence Mall West, 8th Floor, Philadelphia, PA 19106; or fax to “TIP Comments” at (215) 592-9125.

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

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

THURSDAY, MAY 24, 2018
4:00 PM–6:00 PM
DVRPC CONFERENCE ROOM
190 N. INDEPENDENCE MALL WEST, 8TH FLOOR
PHILADELPHIA, PA 19106
📺 WEB CONFERENCING IS AVAILABLE.

Web conferencing is available for the public meeting at DVRPC. Those interested in using this option to join the meeting are asked to register by May 23, 2018, by contacting 215-592-1800 or public_affairs@dvrpc.org.

Copies of the Draft DVRPC FY2019 TIP for Pennsylvania are available for review on the DVRPC website at www.dvrpc.org/TIP/Draft/, in print at the DVRPC Resource Center, and at a number of regional public libraries (see Table 1 on page 3). The document will also be available at the public meeting. If requested, the TIP can be translated into an alternative format or language.

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

Comments for this document must be received no later than 5:00 PM (local time) on June 3, 2018. Comments received via mail must be postmarked by June 2, 2018. Responses will not be provided unless comments are submitted in writing during the public comment period.

Publication Title:

Highlights of the Draft FY2019 Transportation Improvement Program (TIP) for Pennsylvania (FY19-22)

Publication Number:

19001C

Date Published:

May 2018

Geographic Area Covered:

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

Key Words:

Air Quality, Bike and Pedestrian, Bridges, Conformity, Congestion Mitigation and Air Quality, Congestion Mitigation Process, DRPA/PATCO, FAST Act, Federally Funded Projects, Fixing America's Surface Transportation Act, Highway Safety Improvement Program, Highways, HSIP, MAP-21, Moving Ahead for Progress in the 21st Century, National Freight Program, National Highway Freight Program, National Highway Performance Program, NFP, NHFP, NHPP, PART, PBPP, PennDOT, PennDOT's Bureau of Public Transit, Pennsylvania Department of Transportation, Performance-Based Planning and Programming, Pottstown Area Rapid Transit, Public Involvement, Railway-Highway Grade Crossing, Safety, Safety Performance Measures, Safe Routes to School, SAFETEA-LU, SEPTA, STP, STBGP, Surface Transportation Block Grant Program, Surface Transportation Program, TA, TEA-21, TIP, Transit, Transportation, Transportation Alternatives, Transportation Equity Act for the 21st Century, Transportation Improvement Program

Abstract:

The Highlights for the Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania briefly describes the region's TIP as a federally required, multi-modal, four year constrained program of planned transportation infrastructure investment. It also contains a summary listing of all transit, highway, bridge, bicycle, pedestrian, and freight related projects in DVRPC's Pennsylvania region which will seek federal funding in fiscal years (FY) 2019 to 2022. The Highlights document includes a financial summary of costs by county and by operator, as well as a section on how, when, and where to comment on the Draft DVRPC FY2019 TIP for Pennsylvania.

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DVRPC'S TIP OR VISIT WWW.DVRPC.ORG/TIP.

Tribal Consultation

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

- Cherokee Nation of New Jersey
- Delaware Nation
- Delaware Tribe
- Delaware Tribe Historic Preservation Representatives
- Eastern Shawnee Tribe of Oklahoma
- Nanticoke Lenni-Lenape Indians of New Jersey
- Oneida Nation of Wisconsin
- Onondaga Nation
- Ramapough Lenape Indian Nation
- Sand Hill Band of Indians
- Sand Hill Indian Historical Association
- Shawnee Tribe of Oklahoma
- Stockbridge-Munsee Band of the Mohican Nation of Wisconsin

April 26, 2018

Re: DVRPC Announces for Public Review Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania

Dear Stakeholder:

On behalf of the Delaware Valley Regional Planning Commission (DVRPC), please find a copy of the *Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania (FY19-FY22)*. The TIP represents the region's federally funded transportation improvement priorities and is required by federal law in order for the region to receive and spend federal transportation funds. The TIP requires a 30+ day public comment period. The public comment period will run from May 1, 2018 to 5:00 PM on June 3, 2018.

Please post the enclosed public notice and make the document available to any interested parties. The online version is available for review at <https://www.dvrpc.org/TIP/Draft>.

Public comments must be submitted in writing and can be:

- Submitted electronically through a web application available at <https://www.dvrpc.org/TIP/Draft>,
- Emailed to TIP@dvrpc.org,
- Faxed to 215-592-9125, or
- Mailed to:
PA TIP Comments
c/o DVRPC Office of Communications & Engagement
ACP Building, 8th Floor
190 N. Independence Mall West
Philadelphia, PA 19106-1520

If you have questions about DVRPC, the draft document, or the public comment period, please contact me at (215) 238-2929. Thank you for your time and assistance.

Sincerely,

Alison Hastings, AICP/PP
Manager, Office of Communications & Engagement

THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION ANNOUNCES FOR PUBLIC REVIEW: DRAFT DVRPC FY2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA

The Delaware Valley Regional Planning Commission (DVRPC) is seeking your input and will open a public comment period. The Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania (FY19-FY22) will be available for public comment from May 1, 2018, until June 3, 2018 at 5:00 PM local time.

The Transportation Improvement Program (TIP) represents the region's federally funded transportation improvement priorities and is required by federal law in order for the region to receive and spend federal transportation funds. The TIP also includes non-federally funded projects that are regionally significant in order to provide a broad picture of the region's transportation improvements.

Please join us at a public meeting/information session on the Draft DVRPC FY2019 TIP for PA.

**Thursday, May 24, 2018
4:00 PM to 6:00 PM
DVRPC Conference Room
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106**

Web conferencing is available for the May 24th meeting. Please register by Wed. May 23rd by contacting 215-592-1800 or public_affairs@dvrpc.org if you are interested in using this option.

An electronic version of DVRPC's Draft PA TIP is available at www.dvrpc.org/TIP/Draft. Hardcopies are available in the DVRPC Resource Center and in a number of regional libraries. The document will also be available at the public meeting. If requested, the TIP can be translated into an alternative format or language.

Written comments and questions must be submitted in one of four ways listed below:

Electronically through a web application available at: www.dvrpc.org/TIP/Draft

By Email: TIP@dvrpc.org

By Mail:

PA TIP Comments

c/o DVRPC Office of Communications and Engagement

190 N. Independence Mall West, 8th Fl.

Philadelphia, PA 19106

Or by Fax: 215-592-9125.

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

Comments for this document must be received no later than 5:00 PM (local time) on June 3, 2018. Comments received via mail must be postmarked by June 2, 2018. Responses will not be provided unless comments are submitted in writing during the public comment period.

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AFFIDAVIT OF PUBLICATION

Publisher's Fee \$73.92 Affidavit \$30.00

**State of New Jersey } SS.
Camden County**

Personally appeared *Sandy Klamel*

Of the **Courier Post**, a newspaper printed in Cherry Hill, New Jersey and published in Cherry Hill, in said County and State, and of general circulation in said county, who being duly sworn, depose and saith that the advertisement of which the annexed is a true copy, has been published in the said newspaper 1 times, once in each issue as follows:

05/01/18 A.D 2018

Mary Jo Szwak
Notary Public of New Jersey
Ad Number: 0002892091



THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION
ANNOUNCES FOR PUBLIC REVIEW: DRAFT DVRPC FY2019
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FOR PENNSYLVANIA

The Delaware Valley Regional Planning Commission (DVRPC) is seeking your input and will open a public comment period. The Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania (FY19-FY22) will be available for public comment from May 1, 2018, until June 3, 2018 at 5:00 PM local time.

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Please join us at a public meeting/information session on the Draft DVRPC FY2019 TIP for PA.

Thursday, May 24, 2018
4:00 PM to 6:00 PM
DVRPC Conference Room
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

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

STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA

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

May 1, 2018

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

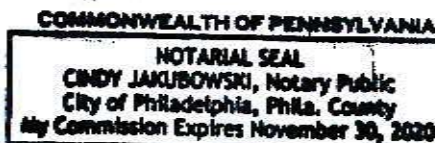


Sworn to and subscribed before me this 1st day of
May, 2018.



Notary Public

My Commission Expires:



Copy of Notice of Publication

THE DELAWARE VALLEY REGIONAL
PLANNING COMMISSION ANNOUNCES
FOR PUBLIC REVIEW:
DRAFT DVRPC FY2019 TRANSPORTATION
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STATE OF PENNSYLVANIA

COUNTY OF PHILADELPHIA

Antonia Jnobaptiste, being duly sworn, deposes and says that The Philadelphia Tribune is a newspaper published at 520-26 S. 16th Street, Philadelphia, Pennsylvania. The publication attached herein is exactly the same as the printed notice published in the regular edition of the said newspaper on the following date (s) viz:

May 1, 2

AD 2018

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

COPY OF NOTICE OF PUBLICATION

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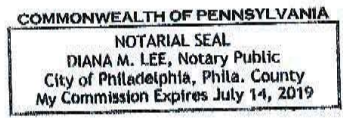
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Antonia Jnobaptiste

 Antonia Jnobaptiste

Sworn to and subscribed before me
 this 4 day of May 2018
Diana M. Lee



STATEMENT OF ADVERTISING COSTS

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

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

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

we hereby acknowledge receipt of the aforesaid advertising and advertising costs, and paid.

The Philadelphia Tribune Co.,
 Fax: 215 735-3612

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
rrtsbucks5@gmail.com

Draft DVRPC FY 2019 Transportation Improvement Program (TIP) for Pennsylvania

WRITTEN TESTIMONY SUBMISSION: May 27, 2018 # Pages: 372, # Attachments: 10 + Flash Drive

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

OBJECTIVE:

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

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

The new plan, which is the current FY2019 Stoopville Road Improvements – Phase 2 (MPMS# 88083), misdirects funds to an intersection upgrade at Route 413 and Stoopville Road. This intersection expansion is inappropriate and not necessary. The new plan misses a serious safety problem with storm water management along the entire length of Stoopville Road. *Stoopville Road Improvements- Phase 2 (MPMS# 88083)* should have addressed storm water management flooding problems and funds should have been allocated to address safety issues along Stoopville Road before being reallocated to upgrade and expand any intersections.

The current plan calls for the UPGRADE and EXPANSION of an intersection in neighboring Wrightstown Township. This expansionary project is consistent with the “**Northern Bypass**” (now called an “**Emerging/ Regional Corridor**” by the DVRPC), an expressway that the DVRPC and certain politicians continue to

attempt to construct in bits and pieces. It is both inappropriate and dangerous to construct this expressway in this heavily residentially- developed area.

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

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

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

- Attachment II is a 7/29/08 letter from RTS to the Regional Traffic Planning Task Force **RE: Presentation of inventories of RTS letters to the Regional Traffic Planning Task Force (RTPTF) at the 7/29/08 RTPTF meeting.** The 7/29/08 letter, which is 189 pages long, clearly describes the volatile public safety issue that exists on our roads. Note that State Representatives David Steil and Scott Petri were Co-Chairs of the Regional Traffic Planning Task Force.
- Attachment III is RTS's **6/3/04 Written Testimony Submission to the DVRPC regarding the Draft DVRPC FY2005 TIP (PA), Project Name: *Stoopville Road Rehabilitation Project.*** Amongst other things, this 67-page document includes: communications from the Pennsbury and Council Rock School Districts and Grey Nun Academy that focus on the traffic safety crisis, a resolution from Eagleton Farms Homeowners Association, and a CD-ROM entitled "**BYPASSING THE BYPASS**" that graphically shows the dangers of heavy truck traffic running through heavily residentially developed neighborhoods. (Note: We've enclosed a flash drive that contains the video from the CD-ROM.)

SUMMARY:

- Residents for Regional Traffic Solutions, Inc. (RTS) is a regional citizens' group. Members are from Lower Makefield, Upper Makefield, Newtown, Wrightstown, and Northampton Townships and the organization represents well in excess of 9,000 residents.
- The project, as currently written, has abandoned the Multi-Use Trail, and much-needed accompanying storm water management, that was to run the full-length of Stoopville Road in the original plan for *Stoopville Road Improvements- Phase 2*. The Multi-Use Trail would have connected thousands of residents who live in neighborhoods along this dangerous road. Stoopville Road is a Minor Collector Road comprised of a heavily developed residential community, with the potential for a minimum of several hundred additional homes, making the safety of residents and their children a major concern. Even with the benefits of traffic calming installed in *Stoopville Road Improvements-Phase 1*, Stoopville Road continues to be a volatile public safety issue due to the high volume of truck traffic coming from the four (4) Swamp Road quarries. Quarry truck traffic is compelled to push the speed limit, as drivers are paid by the load and the industry often promises on- time deliveries.
- Residents who live along Stoopville Road are prisoners in their neighborhoods. It is unconscionable that this project abandons the "Complete Streets" goal of providing a safe way for residents to walk and bike to: each other's homes, two (2) churches located on Stoopville Road, a convenience store at Stoopville Road and Route 532, the future Bucks County Veterans Park at Route 532 and Highland Road, the Federal Veterans Cemetery on Highland Road, and the Lower Makefield Township trail system which leads to the Garden of Reflection 9-11 Memorial on Woodside Road AND the Delaware Canal.
- Instead, Phase 2 of the project has been changed to accomplish the upgrade and expansion of an intersection in neighboring Wrightstown Township, the intersection of Stoopville Road and Route 413 (Durham Road). RTS OPPOSES the expansion of this intersection as, per the DVRPC's 1988 Newtown Township Traffic Study ("1988 Study"), this upgrade is a critical part of construction of a major North/South expressway that will connect Interstate-78 to Interstate-95. In the "1988 Study", this North/ South expressway was known as the "**Northern Bypass**". Today, it is known as an "**Emerging/ Regional Corridor**".
- In addition to jeopardizing the safety of residents and travelers, this back door effort to construct the expressway in bits and pieces sells out the residents of Bucks County who cherish the unique and priceless open space character that exists today. The expressway will create uncontrollable growth and building that will significantly change the character and quality of life in our region.

- In the DVRPC's published study titled 1988 Newtown Township Traffic Study, there will be two (2) southern ends of the expressway: one that runs along Stoopville and Lindenhurst Roads (the study shows it running along an extended Silver Lake Road, but due to development, it will now run along Lindenhurst Road) and one that runs along Swamp Road. Page 1 of Attachment IV is a map of the North/ South expressway that was discussed by a regional Traffic Advisory Committee back in the early 1990's. Meeting minutes document the discussions.

- Pages 2 -3 of Attachment IV show a map of the North/ South expressway that appeared in a March 2006 DVRPC publication titled "**EXECUTIVE SUMMARY: LIMITING TRAFFIC CONGESTION AND ACHIEVING REGIONAL GOALS**". The expressway runs along Route 611 to Interstate-95 and is referenced in the legend as an "**Emerging/ Regional Corridor**".

- In the DVRPC's 1988 Newtown Township Traffic Study, the "**Northern Bypass Alternative**" was studied. One end was along Stoopville Road and an extended Silver Lake Road on the East side of Newtown Borough. The other end was along Swamp Road on the West side of Newtown Borough. The following excerpts are from the section of the 1988 Newtown Township Traffic Study that was titled "**Northern Bypass Alternative**":
 - (a) **Page #61** (see pages 4-5, Attachment IV) is a map titled "**Year 2000 Highway Network Northern Bypass Scenario**". This map continues to be relevant today, as it is customary for the DVRPC to do Long Range Planning (federal mandate is for a minimum 20-year planning horizon). The map shows the "**Northern Bypass**" as an upgraded Stoopville Road connected to an extended Upper Silver Lake Road. Today, because of development impacts, the "**Northern Bypass**" would run along Lindenhurst Road rather than an extended Upper Silver Lake Road.

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

- (b) **Page #62** states, "It is further recommended that Buck Road, Swamp Road, and Durham Road be widened to 4 lanes..."
Note that in the not too distant past, PennDOT - working with the DVRPC - tried to expand Swamp Road to accommodate the 4-lane plan. The community rejected this despite pressure from PennDOT and it has, at least temporarily, been stopped.

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

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

NOTE THAT THESE ARE THE IMPROVEMENTS BEING DONE IN
THE CURRENT FY2019 *Stoopville Road Improvements-Phase 2*
(MPMS# 88083)

- In 2001, under the leadership of State Representative David Steil, there was a plan made to construct the "**Northern Bypass**" along Stoopville and an extended Silver Lake Road. The plan was stopped due to opposition from citizens. **Today, because of development impacts, the "Northern Bypass" would have to be constructed along Stoopville and Lindenhurst Roads where there is in excess of 130 points of access, most residential driveways.** (To view the points of access, see Traffic Flow Map on page 11, Attachment III.)
- In 2007/2008, residents successfully opposed the roundabout that Representatives David Steil and Scott Petri and the DVRPC advocated for at the intersection of Stoopville and Washington Crossing Roads, as it would have realigned Stoopville Road to facilitate construction of a future expressway. The dead give-away that the roundabout was a key component of the "**Northern Bypass**" (now known as an "**Emerging/Regional Corridor**") can be found in a 5/12/08 Bucks County Courier Times Letter to the Editor written by David Steil and Jay Roth III, an engineer consultant for the DVRPC's *Bucks County Regional Traffic Study*. In the Letter to the Editor titled "*Don't scoff at better, modern roundabouts*", Representative Steil recommended the roundabout because of "the unique geometric and traffic conditions in an area poised for growth and change." (See Attachment V)

Representative Steil's view was consistent with a previous statement he made in a 6/20/02 letter to the President of RRTS in which he stated, "I would disagree with your characterization of Stoopville Road as a 'residential route' and a later reference as it being a 'minor residential collector road'. It is neither of those. It is a state highway. It is clearly an arterial route, routing traffic flows over four municipalities. Again, that is my opinion." (See Attachment VI)

- Residents were highly concerned about the proceedings of the Regional Traffic Planning Task Force (RTPTF), which was headed by State Representatives David Steil and Scott Petri from June 17, 2004 through July 29, 2008.
 - (a) At the first RTPTF meeting on 6/17/04, Representative Steil dictated that no formal minutes would be taken. Residents opposed this and fought to have minutes taken (see page 11, Attachment II: 7/20/04 letter from RRTS to Representative Steil and Steve Santarsiero **RE: RTPTF/ Southeastern Bucks League of Municipalities – Request for separate meeting dates and formal minutes**).
 - (b) At the 3/31/05 RTPTF meeting, residents were shocked to learn that the DVRPC would be the consultant for the RTPTF (see Attachment VII, **“Public comment made by Sue Herman at the 4/13/05 Newtown Township Board of Supervisors meeting”**). The RTPTF had promised one thing and delivered another. The minutes from the January 2005 RTPTF meeting stated that PennDOT Harrisburg would use Gannett Flemming to do the regional traffic study for the RTPTF. Residents liked this, as Gannett Flemming’s main office was located outside of the region. It seemed that this would provide much-needed objectivity, since for over thirty years, there had been a history of truck traffic being manipulated within our region (see Attachment III).
 - (c) After four (4) years of RTPTF meetings, at a cost to taxpayers of four hundred thousand dollars (\$400,000), the DVRPC published its recommendations in a document titled Bucks County Regional Traffic Study (BCRTS). It was no surprise that the outcome of the BCRTS was what was wanted in the first place- it supported the construction of the **“Northern Bypass or Emerging/Regional Corridor”**, the North/South expressway to connect Interstate-78 to Interstate-95.
 - (d) The DVRPC mishandled the publication of the BCRTS, neglecting to take into account the comments that the seven (7) participating municipalities made regarding the Draft BCRTS and neglecting to give the municipalities an opportunity to discuss their comments at a RTPTF meeting. (See pages 84-87, Attachment II: 12/10/07 letter from RRTS to Barry Seymour **RE: Residents demand addendum to 10/07 Bucks Co. Regional Traffic Study Final Report.**)
 - (e) Due to pressure from the municipalities and RRTS, the DVRPC published an Addendum to the BCRTS in hard copy and on its website. In January 2008, RRTS downloaded the Addendum from the project website (see Attachment VIII, 1/11/08 memorandum from Jerry Coyne to the Managers of the seven participating municipalities, **SUBJECT: Addendum to the Bucks County**

Regional Traffic Study Final Report (October 2007) – Copies of Municipal/ Task Force Correspondence. This Attachment contains 86 pages.)

Also, the DVRPC neglected to put its logo on the label of the CD-ROM titled "Bucks County Regional Traffic Study". It is alarming that Mr. Seymour declined RRTS's request that a replacement CD-ROM be issued that includes the January 2008 Addendum to Final Report and is properly labeled with the DVRPC's logo [see pages 91-92, Attachment II: 3/18/08 letter from RRTS to Barry Seymour, Don Shanis, and Jerry Coyne **SUBJECT: Mr. Seymour's 3/5/08 letter to RRTS Re: Bucks County Regional Traffic Study (BCRTS) Report Addendum**]. A picture of the CD-ROM label without the DVRPC logo can be found in Attachment IX, along with Barry Seymour's 3/5/08 letter to RRTS **Re: BCRTS Report Addendum**.

RRTS is currently unable to access the January 2008 Addendum to Final Report when doing a search on the DVRPC's website regarding the Bucks County Regional Traffic Study (BCRTS). We respectfully request that the DVRPC Public Affairs Department provide instruction as to how to access this addendum and accompanying BCRTS.

- Attachment X is a resolution that was approved at the 3/19/08 Lower Makefield Township Board of Supervisors meeting. The resolution is titled "**Resolution Regarding the Bucks County Regional Traffic Study Report (dated October 2007) and the January 2008 Addendum to the Report**". The last sentence of the resolution says, "BE IT FURTHER RESOLVED, that the Lower Makefield Township Board of Supervisors opposes the BCRTS and the January 2008 Addendum to Final Report."

Attachment I

(pg. 1 of 2)

Engineers discuss phase two of Stoopville Road Improvement Project

By Dan Perez Correspondent | Posted: Friday, March 30, 2012 12:00 am

The second phase of the Stoopville Road Traffic Calming Project will include \$1.64 million in improvements, including a new traffic signal at the busy Stoopville Road-Durham Road (Route 413) intersection.

The improvements were discussed by Newtown Township officials and engineers at a meeting Wednesday.

The new plans outlined by the engineers included the installation of the traffic signal plus lane improvements on Durham Road and a walking path along Stoopville Road.

Larry Young and Eric Kaufman of the engineering firm Gilmore and Associates Inc. showed detailed blueprints and maps and explained plans for the area during the special meeting held at the Newtown Township building.

Since this phase of the project is being funded by federal stimulus dollars, PennDOT has to manage the project with design input from affected municipalities.

The signalization at the Durham-Stoopville intersection and the left-turn lane on the southbound approach on Durham Road heading onto Stoopville Road had some residents concerned.

Le Sheppard, a Wrightstown resident who lives near the intersection, said he has safety and quality of life concerns.

"I'm urging PennDOT to look at the traffic issue and the left-turn lane where there could be a nasty blind spot from traffic waiting to turn," he said. "PennDOT should reconsider the property owners being able to get in and out of our homes. This is our property and the quality of life."

Supervisor Rob Ciervo said the board has heard residents say they have taken longer alternate routes around the intersection because traffic was so bad at certain times of the day.

"We've learned that 33 percent of traffic coming down Route 413 makes a left onto Stoopville Road and that's what causes the congestion that makes this light necessary," he said. "The board has also heard pleas from residents of other townships to do something about this matter."

The engineers also explained plans for a pedestrian walkway along Stoopville Road but said certain parts will be cut from the original plan.

"The section through the Rosefield Drive and Eagleton Farms neighborhoods will be eliminated because of numerous obstacles in the way like stone walls and several houses being too close to the path," Young said.

The 5-foot-wide path will start in Eagleton Farms and pass through the intersection of Creamery Road in Upper Makefield and the north side of Stoopville Road where the Village Market Deli is before continuing up Washington Crossing Road (Route 532) until reaching the intersection of Highland Road.

There will be numerous crosswalks and curb ramps at intersections along the walkway, Young said.

Kaufman mentioned another intersection included in the project is Dolington Road and Route 532.

"We're proposing a multi-way stop with three stop signs," he said. "We're also planning on widening Highland Road where it meets Washington Crossing Road and putting in a 12-foot-wide right-turn lane to calm traffic."

Several residents were concerned about drainage throughout the project's proposed area.

"Every time there is a heavy rain or snow, water freezes and creates a hazard along the road," Newtown Township resident Carol Richardson said. "I hope this will be addressed."

Supervisors from Wrightstown and Upper Makefield who had previously participated in a joint meeting during which decisions were made about aspects of the tri-township project also attended Wednesday night's meeting.

Ciervo said he was happy with the plans.

"We're doing this to make the roads safer and more enjoyable," he said. "We've had residents come to the podium at our meetings and ask us to do this."

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NEWTOWN TOWNSHIP

Stoopville Road project enters phase two

Work will include the installation of a new traffic signal at Durham and Stoopville roads.

By Petra Chesner Schlatter

BucksLocalNews.com

NEWTOWN TOWNSHIP — Phase II of the Stoopville Road Traffic Calming Project, including the installation of a traffic signal at Durham and Stoopville roads and lane improvements on Durham road, was the topic of discussion during a special meeting on March 28 at the Newtown Township building.

Two engineers briefed residents and the board of supervisors on the next phase of the project, which

is being funded through federal stimulus dollars and is budgeted at \$1.64 million.

Eric Kaufman and Larry Young of the engineering firm of Gilmore and Associates showed detailed maps on a screen of designs for the area.

One of the major elements of the project is the signalization of the intersection at Durham Road (Route 413) and Stoopville Road.

Le Sheppard, a resident of Ryan's Corner, which is located at the intersection of Durham and Stoopville roads, opposes having a traffic light at the intersection. However, he said he was glad that the three municipalities worked closely together on Phase II of the project.

Close to a dozen people from his neighborhood

attended the special meeting held at the township building on Durham Road, not far from the Durham and Stoopville roads intersection.

"I wish they would slow down the corner," Sheppard said after the meeting. He said the same could be done as was done to slow down traffic on Route 413 in Pineville.

He and his neighbors are concerned that traffic backing up from a traffic signal will block their driveways. They want the engineers "to relook" at how they enter and exit their properties, especially when turning against traffic.

Sheppard said, "It's our quality of life."

The engineers said that starting from the westerly side is the intersection of Durham and Stoopville roads where there will be a left-turn lane on the southbound approach on Durham Road heading onto Stoopville Road.

Kaufman detailed plans about a walkway for pedestrians, bikers and runners along Stoopville Road.

The walkway from Rosefield Drive to the Eagleton Farms side will be eliminated because there are too many obstacles such as a house too close to the road and stone walls.

There will be crosswalks at Eagleton Farms at Stoopville. "Then there is Eagle and Stoopville and that's where we're making a right turn with the path taking it down Eagle Road, ending it at the intersection of Eagle and Stoopville."

"Then the path picks up again at Creamery Road and Stoopville Road," Kaufman said.

"There is an existing path there that we are connecting to. Then we go down Stoopville Road and we'll end at Route 532 and Stoopville, crossing over into the Village Market.

"At that point the path continues on 532 and goes

to Highland Road and then when it crosses Route 532 and Highland, it will tie into the existing path there. That's where it ends."

Kaufman said the only other intersection of the project is at Dolington Road. "We are putting in a multi-way stop [with three stop signs]."

Kaufman summarized what happened at the meeting. "I didn't hear a lot of negativity," he said. "There's a concern about how people are going to turn left where the signal is going."

"People come out of driveways on 413, turning left going north because they'll be turning through extra pavement," he said.

Kaufman said there was concern about the drainage. He said, however, "That's really not part of the project except where there's construction."

He wasn't surprised that there was not a big turnout at the meeting. "We have had many meetings,"

Kaufman said.

In attendance were several leaders from Wrightstown and Upper Makefield townships, who had previously participated in a joint meeting when decisions were made about what should be included in the project.

Resident Carol Richardson said she was disappointed "to hear we will not be included in this sidewalk along Stoopville Road." She also said that water runs onto the road and freezes, which creates a hazard on Stoopville Road.

One resident of Wrightstown Road said the idea of having crosswalks is "an excellent idea."

Mike Gallagher, chairman of the Newtown Township Board of Supervisors, stressed that this has been a project that has been talked about for almost two years.

The engineers may have "to tweak it a little bit more," he said.

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Attachment I (pg. 2/2)

Attachment II
(189 page document)

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks5@aol.com

TO: State Representative David Steil and State Representative Scott Petri
Assemblymen: 31st and 178th Districts, respectively
CHAIRMEN, Regional Traffic Planning Task Force

Non-Chair members of the Regional Traffic Planning Task Force (RTPTF)*

FROM: Sue Herman
President; Residents for Regional Traffic Solutions, Inc. (RRTS)

July 29, 2008

RE: Presentation of inventories of RRTS letters to the RTPTF at the 7/29/08 RTPTF meeting

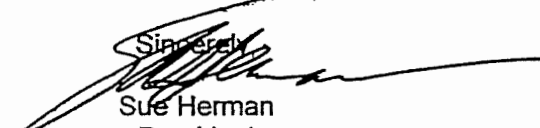
Dear Representative Steil, Representative Petri, and Non-Chair Members of the RTPTF,

Tonight we submit this 189-page document and accompanying CD-ROM to the Regional Traffic Planning Task Force (RTPTF) and ask that it become part of the minutes for this meeting and part of the public record for this meeting.

ATTACHMENT I of this document is an inventory of letters sent by RRTS to the RTPTF (or to State Representatives Steil and Petri) between June 17, 2004 (the first meeting of the RTPTF) and the present. With few - if any - exceptions, these letters were sent via Certified Mail Return Receipt to State Representatives Steil and Petri. Should any of these letters be omitted from the comprehensive CD-ROM's that Representative Steil is preparing for the RTPTF, we would be happy to provide you with a copy of them in their entirety.

ATTACHMENT II of this document is an inventory of other relevant RRTS letters/ testimony regarding regional traffic. We would also be happy to provide you with any of these documents in their entirety.

Please let us know if we can be of any additional assistance to you.

Sincerely,

Sue Herman
President

***Regional Traffic Planning Task Force:** Chairmen : State Rep. David Steil, State Rep. Scott Petri **Non-Chair Members effective 1/08:** Vincent Deon & James Cunningham/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp, Gerard O'Malley & Mike Sellers/ Newtown Borough, Joe Hunter & Katherine Cadwallader/Yardley Borough, Jerry Schenkman & Mike Gallagher/Newtown Twp, Jane Magne/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield Twp.

Cc: VA Under Secretary for Memorial Affairs, William Tuerk**
Dan Fraley, Bucks County Director of Veterans Affairs**
Carmine Fiscina, Safety Engineer, Federal Highway Administration

Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
 Senator Arlen Specter
 Senator Robert Casey, Jr.
 U.S. Congressman Patrick Murphy**
 Governor Ed Rendell**
 State Senator Charles McIlhinney, Jr.
 State Senator Tommy Tomlinson
 Allen Biehler, Secretary of Transportation
 State Transportation Commission c/o Honorable Allen Biehler**
 Richard Hogg, Deputy Secretary for Highway Administration**
 Bill Laubach; PennDOT, Bureau of Highway Safety and Traffic Engineering
 Les Toaso; District Executive, PennDOT District 6 **
 DVRPC Board; c/o chair**
 Barry Seymour, Executive Director/ DVRPC**
 Don Shanis, Deputy Executive Director/ DVRPC
 Jerry Coyne, DVRPC
 Regional Transportation Committee; c/o chair
 Regional Citizens Committee; c/o Warren Strumpfer, chair
 State Representative David Steil, Regional Traffic Planning Task Force Co-Chair**
 State Representative Scott Petri, Regional Traffic Planning Task Force Co-Chair**
 James Cawley, Bucks County Commissioner
 Charles Martin, Bucks County Commissioner
 Diane Marseglia, Bucks County Commissioner
 Lynn Bush, Executive Director, Bucks County Planning Commission
Non-Chair members of the Regional Traffic Planning Task Force: Vincent Deon & James
 Cunningham/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp, Gerard O'Malley & Mike Sellers/
 Newtown Borough, Joe Hunter & Katherine Cadwallader/Yardley Borough, Jerry Schenkman & Mike
 Gallagher/Newtown Twp, Jane Magne/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield Twp.
 Southeastern Bucks League of Municipalities: c/o Steve Santarsiero, chair **
 Lower Makefield Township Board of Supervisors
 Upper Makefield Township Board of Supervisors
 Newtown Township Board of Supervisors
 Wrightstown Township Board of Supervisors
 Northampton Township Board of Supervisors
 Yardley Borough Council
 Newtown Borough Council
 Council Rock School Board President, Richard Abramson**
 Council Rock School Superintendent, Mark Klein**
 Pennsbury School Board President, Greg Lucidi**
 Pennsbury School CEO, Paul Long**
 Lower Makefield Township Citizens Traffic Commission: c/o Gary Gilman, chair
 Associated Press
 Bucks County Courier Times and Intelligencer
 Newtown Advance
 Yardley News
 Philadelphia Inquirer
 Trenton Times
 Trentonian
 Bristol Pilot
 CBS-KYW 3
 Channel 6
 Channel 10
 Fox New
 Concerned Residents of Newtown (mass e-mail)
 R.R.T.S. Membership (mass e-mail)

**Asterisked individuals received the cover letter, Attachments I & II, and Exhibits referenced in Attachments I & II.
 All others received the cover letter and Attachments I & II only.

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Inventory of letters sent by RRTS to the RTPTF

View cover
letter on pg. #
below

Letter description

- Exhibit **1** : 7/20/04 Letter from RRTS to State Representative David Steil and Lower Makefield Township Supervisor Steve Santarsiero (3 pages total)
RE: Regional Traffic Planning Task Force/ Southeastern Bucks League of Municipalities; Request for separate meeting dates and formal minutes..... **11**

- Exhibit **2** : 7/22/04 Letter from RRTS to Gary Hoffman, Deputy Secretary for Highway Administration, **RE: Regional Traffic Planning Task Force** (3 pages total)..... **14**

- Exhibit **3** : 9/29/04 Letter from RRTS to State Representative David Steil (17 pages total)
RE: Request to include 17-page document as part of the public record at the 9/29/04 meeting of the Regional Traffic Planning Task Force..... **15**

- Exhibit **4** : 11/12/04 Letter from RRTS to State Representative David Steil (2- page cover letter plus 17- page Attachment: 9/29/04 Letter from RRTS to State Rep. David Steil
RE: Request to include 17- page document as part of the public record at the 9/29/04 meeting of the Regional Traffic Planning Task Force)
RE: Request to show CD-ROM at the 11/29/04 meeting of the Regional Traffic Planning Task Force..... **17**

- Exhibit **5** : 11/18/04 Letter from RRTS to State Representative David Steil (2 pages total)
RE: Request to show CD-ROM at the 11/29/04 meeting of the Regional Traffic Planning Task Force..... **19**

- Exhibit **6** : 12/24/04 Letter from RRTS to Bill Laubach, PENNDOT Bureau of Highway Safety and Traffic Engineering (7 page cover letter plus Exhibits)
RE: Draft Scope of Work for the Bucks County Regional Traffic Study: Comments submitted by Residents for Regional Traffic Solutions, Inc..... **21**

- Exhibit **7** : 3/4/05 Letter from RRTS to Bill Laubach, PennDOT Bureau of Highway Safety & Traffic Engineering (6 pages total)
RE: Comment Submission by RRTS
Scope of Work: Bucks County Regional Traffic Study (dated 2/28/05)..... **28**

- Exhibit **8** : 6/2/05 Letter from RRTS to John Coscia, DVRPC Executive Director, (2 page cover letter plus Exhibits)
RE: 3/17/05 Scope of Work for the Bucks County Regional Traffic Study: Comments and studies submitted to PennDOT Harrisburg by R.R.T.S. during the comment period for the Draft Scope of Work..... **30**

ATTACHMENT I (continued)
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below

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Exhibit 9:	9/7/05 Letter from RRTS to Lynn Bush (1 page total) RE: FY2007 Bucks County Transportation Improvement Program Public Meeting	32
Exhibit 10:	1/31/06 Letter from RRTS to State Representatives Steil & Petri (7 pages total) RE: Regional Traffic Planning Task Force meeting of 1/30/06	33
Exhibit 11:	5/01/06 Letter from RRTS to Don Shanis (2 pages total) RE: Stone by rail from Wrightstown Area quarries Interest of 9,000 voters in the affected Area- reachable by RRTS	36
Exhibit 12:	5/31/06 Letter from RRTS to Jane Magne and Robert Lloyd, Wrightstown Township Supervisors (10 pages total) RE: Pogonowski Letter of 5/11/06 in response to Herman Letter of 5/01/06 Stone by rail from Wrightstown Area quarries	38
Exhibit 13:	9/01/06 Letter from RRTS to Newtown Twp. Board of Supervisors & Wrightstown Twp. Board of Supervisors (2 pages total) RE: Concern regarding traffic impacts of the Veterans' Cemetery on Lindenhurst and Stoopville Roads	41
Exhibit 14:	10/30/06 Letter from RRTS to State Representatives Steil & Petri (39 pages total plus 79- page Exhibit V) RE: Regional Traffic Planning Task Force meeting of 10/30/06	43
Exhibit 15:	11/02/06 Letter from RRTS to Vicki Haug (1 page total) RE: Regional Traffic Planning Task Force meeting of 10/30/06	47
Exhibit 16:	1/17/07 Letter from RRTS to Jerry Coyne (127 pages total) RE: Public Open House for the Bucks County Regional Traffic Study- Submission of Concerns	48
Exhibit 17:	1/29/07 Letter from RRTS to State Representatives Steil & Petri, Jerry Coyne, and Bill Laubach (12 pages total) RE: Timing of the lights on the Newtown Bypass	50
Exhibit 18:	3/30/07 Letter from RRTS to Lower Makefield Township (LMT) Board of Supervisors and LMT Citizens Traffic Commission (35 pages total) RE: Request your attendance at the Delaware Valley Regional Planning Commission (DVRPC) Public Open House for the Bucks County Regional Traffic Study (BCRTS)	53
Exhibit 19:	4/26/07 Letter from RRTS to Jerry Coyne (37 pages total plus a 13-minute long CD-ROM titled <u>Bypassing the Bypass</u> , CBS/ KYW.3 Newscast -aired on 6/5/03, and <u>Truck Danger on Worthington Mill Road</u>) RE: Public Open House for the Bucks County Regional Traffic Study (BCRTS), Submission of Concerns	57

ATTACHMENT I (continued)

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Letter description

Exhibit 20 :	5/21/07 Letter from RRTS to Lower Makefield Township Citizens Traffic Commission (3 pages total) RE: Traffic Safety Concerns on Lindenhurst RD & Stoopville RD.....	59
Exhibit 21 :	5/30/07 Letter from RRTS to State Reps. Steil & Petri, Non-Chair Members of the Regional Traffic Planning Task Force, and Jerry Coyne (34 pages total) RE: Reiterate Necessity for Traffic Calming on Lindenhurst/ Stoopville Roads; 5/30/07 Regional Traffic Planning Task Force Meeting.....	62
Exhibit 22 :	9/19/07 Letter from RRTS to Jerry Coyne (26 pages total) RE: Bucks County Regional Traffic Study – June 2007 Draft Submission of Concerns / Recommendations for Changes.....	65
Exhibit 23 :	9/26/07 Letter from RRTS to Upper Makefield Twp. Planning Commission Members (2 pages total). RE: HOUSING DEVELOPMENTS ASSOCIATED WITH THE VETERANS CEMETERY DEAL; Request to limit speed on Stoopville RD where substandard distance exists between access points.....	80
Exhibit 24 :	10/11/07 Letter from RRTS to State Representatives Steil & Petri (6 pages total) RE: Residents' outrage that the 5/30/07 Regional Traffic Planning Task Force meeting minutes are not accurate.....	82
Exhibit 25 :	12/10/07 Letter from RRTS to Barry Seymour (65 pages total) RE: Residents demand addendum to <u>10/07 Bucks Co. Regional Traffic Study Final Report</u>	84
Exhibit 26 :	02/11/08 Letter from RRTS to Barry Seymour (10 pages total) RE: <u>10/07 Bucks County Regional Traffic Study Final Report</u> (BCRTS) Reiterate the need for a replacement CD-ROM that: 1)...includes the <u>1/08 Addendum to Final Report</u> 2)...is properly labeled so that it is clear that the DVRPC performed the BCRTS for the Regional Traffic Planning Task Force.....	88
Exhibit 27 :	3/18/08 Letter from RRTS to Barry Seymour, Don Shanis & Jerry Coyne (54 pages total); SUBJECT: Mr. Seymour's 3/5/08 letter to RRTS Re: Bucks County Regional Traffic Study (BCRTS) Report Addendum	91
Exhibit 28 :	3/26/08 Letter from RRTS to Greg Caiola & Ron Smith (40 pages total) RE: Draft Minutes for the 10/29/07 Regional Traffic Planning Task Force (RTPTF) Meeting; Request that at the 3/31/08 RTPTF meeting, you ask the RTPTF <u>NOT TO APPROVE</u> the inaccurate statement in comment #4.....	93

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letter on pg. #
below



Letter description

- Exhibit 29 3/26/08 Letter from RRTS to State Representatives Steil & Petri, Non-Chair members of the Regional Traffic Planning Task Force, Barry Seymour, Don Shanis, and Jerry Coyne (34 pages total)
RE: 1) Bucks County Regional Traffic Study Report dated 10/07
2) January 2008 Addendum to the Bucks County Regional Traffic Study Report dated 10/07.....96
- Exhibit 30 4/2/08 Letter from RRTS to Lower Makefield Township Board of Supervisors (127 pages total)
RE: RRTS Requests Regarding the Bucks County Regional Traffic Study.....101
- Exhibit 31 7/29/08 Letter from RRTS to State Reps. Steil & Petri and Non-chair Members of the Regional Traffic Planning Task Force (189 pages total)
RE: Presentation of inventories of RRTS letters to the RTPTF at the 7/29/08 RTPTF meeting105
- Exhibit 32 7/29/08 Letter from RRTS to State Reps. Steil & Petri and Non-chair Members of the Regional Traffic Planning Task Force (8 pages total)
RE: Request that the RTPTF refrain from supporting actions that will lead to construction of four-lane highways and be antithetical to traffic calming.....107
- Exhibit 33 R.R.T.S.'s Bypassing the Bypass CD-ROM which was shown to the RTPTF and hand delivered to Rep. Dave Steil on numerous occasions where delivery was documented. The CD-ROM consists of three videos titled Bypassing the Bypass, CBS/KYW3 Newscast - 6/5/03, and Truck Danger on Worthington Mill Road.

N/A - CD-ROM
ENCLOSED



Inventory of other relevant RRTS letters/ testimony regarding regional traffic

View cover letter on pg. # below

Letter description

TIP 1

- Exhibit **34** 11/21/01 Letter from D. Richard Tonge; Treasurer, Newtown Grant Homeowners Association to Susanne McKeon, Chairperson of the Subcommittee for the TIP Update, BCPC (4 pages total)
RE: 2001 Transportation Improvement Program; Stoopville Road Rehabilitation Project..... *111*
- Exhibit **35** 10/16/02 Letter from RRTS to Honorable Charles Martin regarding The Closed Loop Traffic Signal Optimization Program Work Program Project and the Newtown Bypass (2 pages total)..... *113*
- Exhibit **36** 2/27/03 Letter from RRTS to Marcy Conti (10 pages total)
RE: Traffic Danger on Lindenhurst, Stoopville, & Worthington Mill Roads and Lower Makefield Twp./ Newtown Twp. Intergovernmental Agreement..... *114*
- Exhibit **37** 3/13/03 Letter from RRTS to Representative Dave Steil regarding The Closed Loop Traffic Signal Optimization Program Work Program Project and the Newtown Bypass (4 pages total)..... *116*
- Exhibit **38** 6/02/03 Letter from RRTS to Lower Makefield Twp. Board of Supervisors (1 page total)
RE: Intergovernmental Agreement..... *118*
- Exhibit **39** 6/11/03 Letter from RRTS to Newtown Twp. Board of Supervisors (3 pages total)
RE: McLaughlin Subdivision..... *119*
- Exhibit **40** 7/23/03 Letter from RRTS to Lower Makefield Twp. Board of Supervisors (3 pages total)
RE: July 21, 2003 Public Comments; 2003 LMT Comprehensive Master Plan Update..... *122*
- Exhibit **41** 8/27/03 Letter from RRTS to Newtown Twp. Board of Supervisors (4 pages total)
Re: 2003 Bucks County TIP, Stoopville Road..... *124*
- Exhibit **42** 9/15/03 Letter from RRTS to Lower Makefield Twp. Board of Supervisors (4 pages total)
Re: Bucks County TIP Projects:
(1) Implementation of Traffic Calming Measures on Lindenhurst RD
(2) Stoopville RD Rehabilitation Project..... *127*
- Exhibit **43** 9/17/03 Letter from RRTS to Richard Brahler, Senior Transportation Planner, Bucks County Planning Commission (3 pages total)
RE: 2003 T.I.P. SUBMISSIONS..... *131*

TIP 2

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Letter description

- Exhibit 44 9/30/03 Letter from RRTS to Lower Makefield Twp. Board of Supervisors (2 pages total)
 RE: Draft of Lower Makefield Township Comprehensive Master Plan Update, 2003..... 132
- Exhibit 45 10/9/03 RRTS Oral Testimony given and submitted in writing at the Bucks County Transportation Improvement Program Public Meeting (11 pages total)
 Project Name(s): (1) Lindenhurst Road Traffic Calming
 2) Stoopville RD/ Worthington Mill RD Traffic Calming..... 134
- Exhibit 46 10/9/03 RRTS Written Testimony Submission at the Bucks County Transportation Improvement Program Public Meeting (34 pages total)
 Project Names: (1) Lindenhurst Road Traffic Calming (submitted by Lower Makefield as the #1 priority and by RRTS)
 2) Stoopville RD/ Worthington Mill RD Traffic Calming (submitted by RRTS)..... 137
- Exhibit 47 10/9/03 D. Richard Tonge Oral Testimony given and submitted in writing at the Bucks County Transportation Improvement Program Public Meeting (3 pages total)
 Subject: Newtown Township TIP - Stoopville Road Rehabilitation..... 141
- Exhibit 48 10/14/03 Letter from RRTS to Anita Everhard, Executive Secretary For the State Transportation Commission (5 pages total)
 RE: Project Names: (1) Lindenhurst Road Traffic Calming (Bucks County TIP application submitted by Lower Makefield Township as the #1 priority and by RRTS)
 (2) Stoopville RD/ Worthington Mill RD Traffic Calming (Bucks County TIP application submitted by RRTS)..... 144
- Exhibit 49 10/21/03 Letter from RRTS to Lynn Bush and Charles McIlhinney (Solicitor, Bucks County Planning Commission Board) - 1 page total
 RE: Project Names: (1) Lindenhurst Road Traffic Calming (Bucks County TIP application submitted by Lower Makefield Township as the #1 priority and by RRTS)
 (2) Stoopville RD/ Worthington Mill RD Traffic Calming (Bucks County TIP application submitted by RRTS)..... 145

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Letter description

- Exhibit 50 10/21/03 Letter from RRTS to Robert Grunmeier (Bucks County Planning Commission Board Chair) and BCPC Board members Suzanne McKeon and Darrin Hoffman – 2 pages total
RE: Project Names:(1) Lindenhurst Road Traffic Calming
(Bucks County TIP application submitted by Lower Makefield Township as the #1 priority and by RRTS)

(2) Stoopville RD/ Worthington Mill RD Traffic Calming
(Bucks County TIP application submitted by RRTS) 146
- Exhibit 51 2/06/04 Letter from RRTS to State Representative Steil
RE: **Regional Traffic Problems**
 - Request to reject the Stoopville RD Rehabilitation Project
 - NEAR MISSES/ ROAD RAGE caused by the mismanagement of minor residential collector roads..... 148
- Exhibit 52 4/23/04 Letter from RRTS to State Representative Steil and Gary Hoffman (Deputy Secretary for Highway Administration)- 26 pages total
RE: **Written Comment Submission for the Regional Traffic Meeting held at Bucks County Community College on 4/22/04**..... 152
- Exhibit 53 4/28/04 Letter from RRTS to State Representative Steil and Gary Hoffman (Deputy Secretary for Highway Administration)- 1 page total
RE: **Written Comment Submission for the Regional Traffic Meeting held at Bucks County Community College on 4/22/04**..... 160
- Exhibit 54 06/03/04 RRTS Oral Testimony given and submitted in writing for the Draft DVRPC FY 2005 Transportation Improvement Program (16 pages total)
Project Name: Stoopville Road Rehabilitation (FY 2005 TIP project submitted by Newtown Township)..... 161
- Exhibit 55 06/03/04 RRTS Written Testimony for the Draft DVRPC FY 2005 Transportation Improvement Program (TIP), submitted to the Delaware Valley Regional Planning Commission (67 pages total)
Project Name: Stoopville Road Rehabilitation (FY 2005 TIP project submitted by Newtown Township)..... 164
- Exhibit 56 8/18/05 RRTS Oral Testimony at the State Transportation Commission Public Hearing – 2007 Transportation Program (24 pages total)
Project Name: Stoopville Road Rehabilitation..... 169

TIP 3

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Letter description

- Exhibit **57** 9/22/05 RRTS State Transportation Commission Written Testimony Submission (66 pages total)
Project Name: Stoopville Road Rehabilitation
(FY2007 TIP Project submitted by Newtown Twp.).....172
- Exhibit **58** 9/23/05 Letter from RRTS to Lynn Bush (3 pages total)
RE: Bucks County Transportation Improvement Program (BCTIP).....178
- Exhibit **59** 10/20/05 RRTS Oral Testimony given at the Bucks County Planning Commission Public Meeting – FY2007 Transportation Improvement Program. Hard copy submitted to the Bucks County Planning Commission (41 pages total)
Project Name: Stoopville Road Rehabilitation.....179
- Exhibit **60** 10/20/05 RRTS Written Testimony for the Transportation Improvement Program (TIP), submitted to the Bucks County Planning Commission (79 pages total)
Project Name: Stoopville Road Rehabilitation.....183
- Exhibit **61** 10/24/05 Letter from RRTS to Lynn Bush (1 page plus 11 copies of RRTS's oral testimony to be distributed to Bucks County Planning Commission Board members)
RE: Oral and written testimony opposing the Stoopville RD Rehabilitation Project offered at the 10/20/05 Bucks County Planning Commission TIP public meeting.....189

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285

Newtown, PA 18940

RRTSbucks@aol.com

State Representative David Steil
Chairman, Regional Traffic Planning Task Force
2 North State Street
Newtown, PA 18940

Mr. Steve Santarsiero
Chairman, Southeastern Bucks League of Municipalities/
Lower Makefield Township Supervisor
1100 Edgewood Road
Yardley, PA 19067

July 20, 2004

**RE: Regional Traffic Planning Task Force/ Southeastern Bucks League of Municipalities;
Request for separate meeting dates and formal minutes**

Dear Representative Steil and Mr. Santarsiero,

I am writing you as president of a regional citizens' group representing well in excess of 8,000 residents from five townships. We respectfully ask that you respond to the following requests in writing by July 28, 2004.

REQUEST TO SCHEDULE YOUR REGIONAL MEETINGS ON SEPARATE DATES

Our members are extremely interested in regularly attending the regional meetings each of you currently chair. Unfortunately, Representative Steil, you chose to schedule this month's task force meeting on the same date as the Southeastern Bucks League of Municipalities meeting that had already been set, despite my mentioning the conflict when you were setting your meeting schedule at the first task force meeting. As a result, residents can only attend one of the meetings. While it may not seem important to you, Representative Steil, that residents be afforded the opportunity to attend both meetings, I can assure you that it is important to residents.

We are formally requesting that each of you communicate regarding your regional meeting schedules and schedule your meetings on separate dates.

REQUEST THAT FORMAL MEETING MINUTES BE TAKEN AT THESE REGIONAL MEETINGS

We are also requesting that formal meeting minutes be taken at any and all meetings of these regional groups.

The Southeastern Bucks League of Municipalities has agreed that minute-taking will be the responsibility of the hosting township/borough as the meetings rotate from one to the next.

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Representative Steil, we were shocked by your statement at the first task force meeting that, "Decisions are important. How we got there, not important. Decisions we make are important and I will document these." Despite RRTS's objections and recommendation that minute-taking be rotated between townships/boroughs, you stuck by your decision that no minutes would be taken. Incredulously, none of the elected officials participating on the task force opposed your decision!

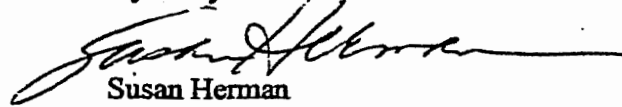
While technically you are not required by law to take minutes in this forum, it is not in the region's best interest that there be no formal minutes. In the absence of minutes, the governing bodies who will review the task force's recommendations for approval, will have no choice but to "rubber stamp" the recommendations. Likewise, residents will be kept in the dark. What do you have to hide?

Given the nature of the agenda for the 7/29/04 meeting, we implore you to have formal minute-taking commence on this date. As per your 7/15/04 letter, "Representatives of several quarries will attend and, therefore, our entire agenda will be devoted to information gathering regarding quarry operations and their impact on our roadways. This will be vital basic information necessary for us to begin a review of traffic patterns and routes in our next meeting. The format will be entirely question and answer."

Again, we respectfully ask that each of you respond in writing by 7/28/04. In the interest of time, I will fax this letter to your respective offices this afternoon. I would appreciate if you would send your responses to the above mailing address, as well as, fax me at 215 504- 0757.

Thank you for your consideration.

Very Truly Yours,



Susan Herman
President

CC: Unites States Congressman, James Greenwood
Governor Ed Rendell
Secretary of Transportation, Allen Biehler
State Transportation Commission
Deputy Secretary of Highway Administration, Gary Hoffman
State Senator, Joe Conti
State Senator, Tommy Tomlinson
State Representative, Scott Petri
Bucks County Commissioner, Charles Martin
Bucks County Commissioner, Michael Fitzpatrick, Esquire
Bucks County Commissioner, Sandra Miller
Executive Director/DVRPC, John Coscia
DVRPC Board
Lynn Bush, Executive Director, Bucks County Planning Commission
Andrew Warren, PENNDOT District Administrator
Regional Transportation Committee

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Regional Citizens Committee

Members of the Regional Traffic Planning Task Force

Members of the Southeastern Bucks League of Municipalities

Council Rock School Board President, Susan Vicedomini

Council Rock School Superintendent, Timothy Kirby

Pennsbury School Board President, Linda Palsky

Pennsbury School Superintendent, Ralph Nuzzolo

RRTS Membership (mass e-mail)

CBS KYW Channel 3

Courier Times

Advance

Yardley News

Philadelphia Inquirer

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R.R.T.S.
Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbuckspa@aol.com

Mr. Gary Hoffman, P.E.
Deputy Secretary for Highway Administration
Keystone Building
400 North St., 8th Floor
Harrisburg, PA 17120-0095

July 22, 2004

RE: Regional Traffic Planning Task Force

Dear Mr. Hoffman,

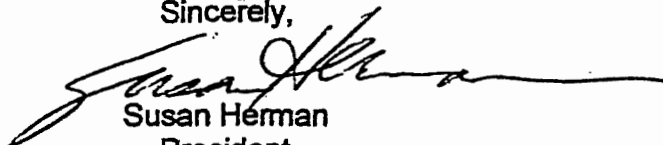
The attached 7/20/04 letter from RRTS to Representative Steil and Mr. Santarsiero describes how Representative Steil is conducting the meetings of the Regional Traffic Planning Task Force. We are extremely concerned that the quarry personnel attending the next task force meeting will be well-choreographed, as were the task force members at the first meeting held in June.*

Would it be possible for you to attend the July 29th meeting or send an impartial PennDOT Harrisburg representative who can objectively participate in these discussions? The agenda will be a question and answer period with quarry personnel as outlined in the attached letter. As Representative Steil stated, "vital basic information" will be discussed.

Representative Steil's decision that there be no formal minutes taken at task force meetings, raises serious questions.

We thank you for your continued support on this matter.

Sincerely,


Susan Herman
President

* The next task force meeting will be held on Thursday, July 29, 2004 at 7:30 PM at the Upper Makefield Township building - 1076 Eagle Rd., Newtown, PA 18940.

CC: Honorable Allen Biehler

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

State Representative David Steil
 2 North State St.
 Newtown, PA 18940

September 29, 2004

RE: Request to include 17 page document as part of the public record at the 9/29/04 meeting of the Regional Traffic Planning Task Force

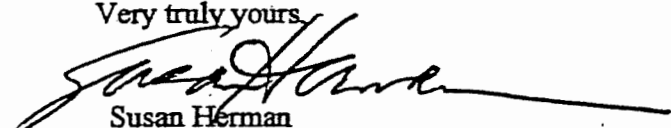
Dear Representative Steil,

We respectfully request that this 17 page document be included as part of the public record and formal minutes for tonight's meeting of the Regional Traffic Planning Task Force. Below is a description of what is contained in this document.

CONTENTS:

<u>Page # (s)</u>	<u>Description</u>
1 - 2	Memo requesting inclusion of document as part of the public record/ minutes
3	Traffic Flow Map: Heavy Commercial Trucks to I-95 -Miles of travel comparison from the Swamp Rd. quarries to the Newtown Bypass -Access point comparison
4 - 9	Segments from a transcript made by RRTS, Inc. (taken from a video of the 8-19-04 Task Force meeting)
10	FY2005 TIP project application submitted by Newtown Twp., entitled STOOPIVILE ROAD REHABILITATION
11 - 17	Excerpts from the June, 1988 study conducted by the DVRPC entitled, NEWTOWN TOWNSHIP TRAFFIC STUDY. -Includes title page and pages # 3, 61 (map of the Northern Bypass Scenario), 64, 74, 81, and 87

Thank you.

Very truly yours,

 Susan Herman
 President
24/372

15/189

~~15/189~~

U.S. Congressman, James Greenwood

CC: State Representative Scott Petri

Members of the Regional Traffic Planning Task Force

Boards of Supervisors of Lower Makefield, Upper Makefield, Newtown, Wrightstown, and Northampton Townships.

Borough Councils of Yardley and Newtown Boroughs

Governor Ed Rendell

Secretary of Transportation, Allen Biehler

State Transportation Commission

Deputy Secretary of Highway Administration, Gary Hoffman

State Senator, Joe Conti

State Senator, Tommy Tomlinson

Bucks County Commissioner, Charles Martin

Bucks County Commissioner, Michael Fitzpatrick, Esquire

Bucks County Commissioner, Sandra Miller

Executive Director/DVRPC, John Coscia

DVRPC Board

Regional Transportation Committee

Regional Citizens Committee

Council Rock School Board President, Susan Vicedomini

Council Rock School Superintendent, ~~Timothy Kirby~~ *Mark Klein*

Pennsbury School Board President, Linda Palsky

Pennsbury School Superintendent, Ralph Nuzzolo

RRTS Membership (mass e-mail)

Bucks County Courier Times

Yardley News

Advance

Philadelphia Inquirer

CBS KYW Channel 3

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~~2/17~~

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

State Representative David Steil
2 North State Street
Newtown, PA 18940

November 12, 2004

**RE: Request to show CD-ROM at the November 29, 2004 meeting of the
Regional Traffic Planning Task Force**

Dear Representative Steil,

We respectfully request permission to show our CD-ROM, Bypassing the Bypass, at the 11/29/04 meeting of the Regional Traffic Planning Task Force (RTPTF).

We have shown this 3 minute long video in several public forums including the State Transportation Commission public hearing for the 2005 Twelve Year Transportation Program, the Delaware Valley Regional Planning Commission (DVRPC) public hearing for the FY2005 draft TIP, and the June, 2004 DVRPC Board meeting where final approval was given to the FY2005 TIP. Without exception, viewers praised the effectiveness of the video and were alarmed by the high volume of commercial traffic turning off the Newtown Bypass onto Lindenhurst Road, the first leg of a residential route comprised of Lindenhurst, Stoopville and Worthington Mill Roads. Our picture is worth a thousand words.

This video will help the RTPTF understand why our organization vehemently opposes the Stoopville Road Rehabilitation Project which Newtown Township has put on the table for consideration. This project calls for the widening and straightening of Stoopville Road, which will enable traffic to travel at even greater speeds and encourage higher volumes of trucks to use the residential route rather than our four-lane, limited- access Newtown Bypass. The project also calls for realignment of the intersection at Stoopville and Washington Crossing Roads, a giant step toward construction of a "northern bypass" that is sure to escalate the danger to residents and travelers.

The correlation between the Stoopville Road Rehabilitation Project and the "northern bypass" can be seen in Attachment I, a letter dated 9/29/04 that was submitted into public record at the 9/29/04 RTPTF meeting. Page 10 of the Attachment is the Newtown Township FY2005 TIP project application for Stoopville Road Rehabilitation. Pages 11-17 of the Attachment are excerpts from the NEWTOWN TOWNSHIP TRAFFIC STUDY, a June 1988 study conducted by the DVRPC. The excerpt on page 16 of the Attachment states this about the Stoopville Road/ Washington Crossing Road Realignment, "To affect a northern bypass via Stoopville Road, it is vital to realign this intersection." This study concluded that the "northern bypass" scenario was not the answer to the region's traffic woes:

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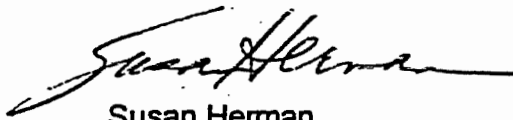
12/189

Northampton and Newtown Townships have recently passed ordinances to permanently restrict commercial traffic on roads where trucks posed serious danger to residents and travelers. We applaud their understanding of the dangers and their swift action. We have every expectation that you will afford us the opportunity to show the Task Force the dangers that currently exist on Lindenhurst, Stoopville and Worthington Mill Roads as a result of truck traffic bypassing the Bypass. We are hopeful that the Task Force will then understand the serious consequences to public safety, if they choose to recommend the Stoopville Road Rehabilitation Project.

We would appreciate a written response to our request to show our CD-ROM by November 19, 2004.

Thank you for your consideration.

Very truly yours,



Susan Herman
President

United States Congressman, James Greenwood

CC: State Representative Scott Petri
Members of the Regional Traffic Planning Task Force
Boards of Supervisors of Lower Makefield, Upper Makefield, Newtown,
Wrightstown & Northampton Twps.
Borough Councils of Yardley and Newtown
Governor Ed Rendell
Secretary of Transportation, Allen Biehler
State Transportation Commission
Deputy Secretary of Highway Administration, Gary Hoffman
State Senator, Joe Conti
State Senator, Tommy Tomlinson
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Pennsbury School Board President, Linda Palsky
Pennsbury School Superintendent, Ralph Nuzzolo
RTS Membership (mass e-mail)
Bucks County Courier Times
Yardley News
Advance
Philadelphia Inquirer
CBS KYW Channel 3

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Attachments: Letter dated 9/29/04; Request to include 17 page document as part of the public record/formal minutes at (pg 2/2) the 9/29/04 RTPTF meeting

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

State Representative David Steil
2 North State Street
Newtown, PA 18940

November 18, 2004

**RE: Request to show CD-ROM at the November 29, 2004 meeting of the
Regional Traffic Planning Task Force**

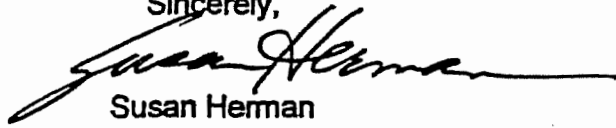
Dear Representative Steil,

Thank you for placing my request to show the RRTS CD-ROM, Bypassing the Bypassing, on the agenda for the 11/29/04 Regional Traffic Planning Task Force meeting.

I anticipate that the Task Force will approve this request and plan to ask them for permission to show the 3 minute CD-ROM immediately following their decision. I respectfully request that this be placed early in the agenda, so that the information contained in the video can be considered during the meeting.

I will ask Lower Makefield Township to set the equipment up for showing the video, as they have kindly done so in the past when we showed the video at a Lower Makefield Township Board of Supervisors meeting.

Sincerely,



Susan Herman
President

CC: U.S. Congressman, James Greenwood
State Representative Scott Petri
Members of the Regional Traffic Planning Task Force
Boards of Supervisors of Lower Makefield, Upper Makefield, Newtown,
Wrightstown & Northampton Twps.
Borough Councils of Yardley and Newtown
Governor Ed Rendell
Secretary of Transportation, Allen Biehler
State Transportation Commission
Deputy Secretary of Highway Administration, Gary Hoffman
State Senator, Joe Conti

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2.11.04

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State Senator, Tommy Tomlinson
Bucks County Commissioner, Charles Martin
Bucks County Commissioner, Michael Fitzpatrick, Esquire
Bucks County Commissioner, Sandra Miller
Executive Director/DVRPC, John Coscia
DVRPC Board
Regional Transportation Committee
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Advance
Philadelphia Inquirer
CBS KYW Channel 3

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R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
 PO Box 285
 Newtown, PA 18940
RRTSbucks@aol.com

Mr. Bill Laubach
 PENNDOT
 Bureau of Highway Safety and Traffic Engineering
 400 North Street, 6th Floor
 Harrisburg, PA 17120-0064

December 24, 2004

**RE: Draft Scope of Work for the Bucks County Regional Traffic Study.
 Comments submitted by Residents for Regional Traffic Solutions, Inc.**

Dear Mr. Laubach,

We are grateful for the opportunity to review and comment on the Draft Scope of Work for the Bucks County Regional Traffic Study. Below please find our comments listed by section from the Draft Scope of Work that Representative Steil sent RRTS (draft included the revisions requested by "Task Force" members at the 11/29/04 meeting).

1.2 - Coordination and Project Meetings

Please add these three (3) stakeholders:

- Residents for Regional Traffic Solutions, Inc. (RRTS)
- Citizens living along Worthington Mill, Stoopville, Lindenhurst, and Wrightstown Roads (Collector roads, with in excess of 8,000 residents living along them, that are impacted by heavy truck traffic.)
- Homeowners Associations for developments along routes impacted by heavy truck traffic
 (eg., Rosefield Home Assoc., Eagleton Farms Homeowners Assoc., Penns Preserve Homeowners Assoc., Newtown Grant Homeowner Assoc., etc.)

1.3 - Gather Data and Information from Quarries

Please add this statement:

RRTS and local stakeholders respectfully request that the consultant determine where the aggregate is going. Accurate information is required to assess the feasibility of using rail to haul this stone.

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1.4 - Identify Key Roadways within Region and Collect Data

Please add these statements:

The position of RRTS and local stakeholders is that the data in PENNDOT's Feb. 2000 Newtown/Lower Makefield Twp. Truck Restriction Study is skewed. The 30+ year weight restriction of Swamp Road and the failure to synchronize lights on the Newtown Bypass resulted in high volumes of traffic habitually using Worthington Mill, Stoopville and Lindenhurst Roads as a cut-through that literally "bypassed the Bypass". Now that Swamp Road has been opened without weight restrictions (mid Dec. 2004) and the Bypass lights are soon to be synchronized (expected end Jan. 2005), it will take time for truckers, as well as passenger car operators, to break the habit of using the Worthington Mill/ Stoopville/ Lindenhurst Road route and switch to using the Newtown Bypass. RRTS and local stakeholders living along Worthington Mill, Stoopville and Lindenhurst Roads ask for up-to-date and accurate data. In addition, it is requested that the consultant estimate the impact of the new development that has occurred along Stoopville Road since the Feb. 2000 study and any additional development that may occur along this road. It is requested that data collection occur in April/May so as to assure that the report will accurately reflect the combined impact of school traffic with the high construction season. (Note that Stoopville Rd. will be closed for a period of time during the 2005 construction season so Toll Brothers can realign the road adjacent to the McLaughlin Tract.)

It is common knowledge that quarry owners/truckers are "tipped off" regarding the dates and locations of field traffic audits and, as a result, choose alternate routes of travel that can "skew" study results. How can this be avoided?

Please add this list of studies supplied by RRTS:

Note: RRTS has supplied the following studies for use by the consultant:

- **Worthington Mill Road Studies:**

- Weight, Size & Load Restrictions Engineering & Traffic Study*
(Prepared for PENNDOT District 6 by Traffic Planning & Design, Inc., Oct. 14, 2002/June 4, 2003)
- Weight, Size & Load Restrictions Engineering & Traffic Study*
(Prepared for PENNDOT District 6 by Traffic Planning & Design, Inc., Oct. 14, 2002)

- **Swamp Road Studies:**

- Swamp Road Engineering Study* (by Urban Engineers, May 2002. Please note that a Citizens Advisory Committee, CAC, was formed and participated in this study.)
- Draft Copy Engineering Study for Safety Improvements to Swamp Road
(by Pickering, Corts & Summerson, Inc., Sept. 1995)

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- Newtown/Lower Makefield Township Truck Restriction Study (by PENNDOT, Feb. 2000)
- Newtown Township Traffic Study (by Delaware Valley Regional Planning Commission, DVRPC, June 1988)

* Appendices NOT included

1.5 - Weight, Size, and Load Restriction Studies for Key Roadways

Please add the changes shown in red ink:

In the past, weight, size, and load restriction studies were completed by a consultant to PENNDOT Engineering District 6-0 for the following roadways:

- Worthington Mill Road (SR 2081); Wrightstown Township
- Swamp Road (SR 2036); Newtown Township
- Swamp Road (SR 2036); Wrightstown and Newtown Townships
- Lindenhurst Road (SR 2069); Lower Makefield, Upper Makefield and Newtown Townships
- Stoopville Road (SR 2028); Lower Makefield, Upper Makefield, Wrightstown and Newtown Townships
- Durham Road (SR 0413); Newtown Township and Wrightstown Township
- Newtown Bypass (SR 0332); Newtown and Lower Makefield Townships
- Newtown-Richboro Road (SR 0332); Newtown Township
- Route 232 from Richboro to Swamp Road
- SR 2081(Wrightstown Road) from SR 0413 to SR 0532
- Route 332 Extension from SR 2049 to SR 0032 (Lower Makefield Township and Yardley Borough)

.6 - Swamp Road Traffic Engineering Study

Please add this statement:

RTS requests that the consultant study the feasibility of moving the entrance of the Bucks county Community College so that it takes access from Tyler State Park, a viable option given at both the college and the park land were donated by the Tyler family. A September 24, 1999 letter from Robert Larason (Newtown Township engineer) to Cornell Hopkins (Newtown Township Manager) states, "On Wednesday, September 22, 1999, I attended a meeting with representative Dave Steil at the office of Better Materials Quarry... They [president of Better Materials Quarry] suggested one solution may be to relocate both college entrances so that the college takes access from the Tyler State Park entrance at the signalized intersection... this seems to be an excellent idea and Dave [Steil] indicated he would pursue this."

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1.7 - Traffic Engineering Studies of Other Key Routes

Please add the changes shown in red ink:

Conduct a traffic engineering study of the following key roadways where there is heavy truck traffic:

- Newtown Bypass between I-95 and Swamp Road
- Lindenhurst Road (SR 2069) in Lower Makefield, Upper Makefield and Newtown Townships
- Stoopville Road (SR 2028) in Lower Makefield, Upper Makefield, Wrightstown, and Newtown Townships
- Durham Road (SR 0413) between Newtown Bypass and PA 232
- Second Street Pike (SR 0232) between Swamp Road and PA 413
- Worthington Mill Road (SR 208) between Swamp Road and PA 413

Please add this statement:

RRTS and local stakeholders are concerned about the safety of residents and their children along the "residential route" comprised of Worthington Mill, Stoopville and Lindenhurst Roads. More than 800 industrial trucks/day travel these roads. The "residential route" is 9.7 miles long and has 155 access points (most residential driveways). There is in excess of 7,000 residents living along it. On Worthington Mill Road alone, school buses stop an average of 40 times per day in the travel lane to pick up and discharge children. The inappropriate mix of truck traffic with school buses, school bus stops, pedestrians and bicyclists has resulted in numerous reported near misses between industrial trucks and school buses/ school children. (See Exhibit I, 2/6/04 letter from RRTS to Representative Steil.)

Please expand this sentence with the wording shown in red ink:

Review crash history, geometric features, traffic operations, and other factors, such as whether the traffic on the roads travels in a manner consistent with the adjacent land use.

1.8 - Traffic Calming Feasibility Study

Please add these statements regarding traffic calming measures:

At the 9/23/04 Pennsbury School Board meeting, local stakeholders apprised the Board of the need for traffic calming at the intersection of Lindenhurst Road and Trowbridge Drive (bus stop location) and asked the school district to initiate a written request to Representative Steil that a Pennsbury School District representative be part of the "Task Force".

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At the 11/7/04 Newtown Township Board of Supervisors meeting, the Supervisors asked the Township Manager to develop an engineered plan for traffic calming for Stoopville Road. At the 10/7/04 and 10/21/04 Council Rock School Board meetings, local stakeholders implored the Board to go on record in support of traffic calming for Stoopville Road and asked the school district to initiate a written request to Representative Steil that a Council Rock School District representative be part of the "Task Force". On 9/21/04 the Rosefield Home Association passed a resolution imploring Newtown Township to implement traffic calming measures on Stoopville Road on a high priority basis (Exhibit II). On 7/9/03 the Eagleton Farms Homeowners Association passed a similar resolution (Exhibit IV, page 20).

RRTS submitted two (2) FY2005 TIP applications requesting traffic calming measures to address the truck issues. The applications were for Lindenhurst Road Traffic Calming and Stoopville RD/Worthington Mill RD Traffic Calming.* The DVRPC Regional Citizens Committee (RCC) passed a resolution urging PENNDOT to consider traffic calming for Stoopville Road and included it in comments on the Draft FY2005 TIP (Exhibit V).

Upper Makefield Township is considering traffic calming measures for Wrightstown Road.

Please add these statements regarding the *Stoopville Road Rehabilitation Project*:

Local stakeholders and RRTS request that the consultant and PENNDOT review and comment on the Stoopville Road Rehabilitation Project currently being considered by Newtown Township (Exhibit VI). This project was not placed on the FY2005 TIP because of strong opposition from RRTS (Exhibit VII, 67-page written testimony to the DVRPC), Lower Makefield Township Pages #34-37 of Exhibit VII, letters to Representative Steil and the Executive Director of the DVRPC), and the RCC (Exhibit V and Exhibit VIII, RCC's TIP Rebuttal).

The Stoopville Road Rehabilitation Project calls for realignment of the intersection at Stoopville and Washington Crossing Roads. Page #79 of the 1988 Newtown Township Traffic Study states, "To affect a northern bypass via Stoopville Road, it is vital to realign this intersection." It is the position of RRTS and local stakeholders that a northern bypass along this heavily developed residential route would be against the best interest of the safety of the citizenry at large.

Some individuals maintain that traffic builds up excessive speed when traveling west on Route 532 to this intersection and then north onto Stoopville Road. If this is the case, RRTS's position is that the intersection should be signalized in its current configuration and traffic calming measures should be placed on Stoopville Road in the vicinity of the intersection.

* See Exhibits III and IV. Exhibit III is a 10/21/03 letter from RRTS to members of the Bucks County Planning Commission Board. Exhibit IV is a 34- page written testimony submitted by RRTS to the Bucks County Planning Commission Board.

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The Stoopville Road Rehabilitation Project also calls for widening and straightening the road (in direct opposition to the traffic calming needed), which will encourage traffic to travel at even greater speeds and result in an even higher volume of trucks choosing to use Stoopville Road rather than the Newtown Bypass. It is the position of RRTS and local stakeholders that the lane width of Stoopville Rd. should remain at the current eleven (11) foot width* and that all curves, except the two (2) already being addressed by Toll Brothers at the McLaughlin Tract, should remain as is. The curves serve as traffic calming.

Northampton and Newtown Townships recently passed ordinances to permanently restrict commercial traffic on Sackettsford and Wrights Roads respectively, roads where trucks posed serious danger to residents. RRTS and local stakeholders ask the consultant and PENNDOT to give the more than 7,000 residents who live along Worthington Mill, Stoopville and Lindenhurst Roads the same consideration, by rejecting the concept of the Stoopville Road Rehabilitation Project once and for all.

Please add this statement regarding "Jake Brakes":

RRTS and local stakeholders request that the consultant determine where "No Jake Brake" zones are recommended. There is real and extended sleep deprivation going on along the Worthington Mill/ Stoopville/ Lindenhurst Road residential route.

Please add these statements regarding alternatives for traffic planning in our region:

RRTS and local stakeholders ask the consultant to review alternatives for traffic planning in our region by talking to key appropriate parties such as: out- of- state partners (DOT New Jersey), railroad carriers, sources of funding (federal and otherwise), etc.

We request that PENNDOT and the Federal government conduct an objective study of the feasibility of using rail to haul stone. We believe studies have already shown, and the railroads have already acknowledged, that sufficient volume of traffic exists between set points to make hauling stone by rail profitable. In February 2004, residents met with representatives of the New Hope & Ivyland Railroad, Winchester & Western Railroad, and CSX Transportation as per the 2/10/04 letter from Worthington Mill Road Residents (Exhibit VIII, page 4). It was common knowledge that the movement of stone to South Jersey and the backhauling of sand to Central Bucks is a major portion of the quarries' business. Better Materials Quarry looked into this option years ago when fuel prices were lower and stone prices were higher. All present indicated the current economic climate would make the rail movement of stone and back hauling of sand profitable. (See Exhibit IX, a Sept. 2002 article featuring a Short Line Railroad that is currently doing this.)

*Note that the 2002 Swamp Road Engineering Study recommended an eleven (11) foot lane width for arterial highway Swamp Road, a road with four (4) quarries located on it that becomes the Newtown Bypass (a four-lane, limited access, divided highway) just 3.5 miles south of the quarries.

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The RCC passed a resolution urging the DVRPC to encourage rail carriers to submit a proposal for moving the aggregate by rail and included it in comments for the Draft FY2005 TIP (Exhibit V) and the subsequent RCC TIP Rebuttal (Exhibit VIII).

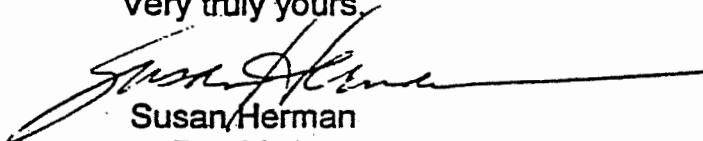
Note that the 10/6/04 Lower Makefield Township Board of Supervisors meeting minutes state, "Mr. Santarsiero [supervisor] stated he would like the Board to request that PaDOT and the Federal Department of Transportation undertake such a study to consider alternate means of transportation [for aggregate] such as railroad lines. Mr. Santarsiero moved and Mrs. Godshalk seconded to authorize sending a letter in support by the Township for a rail study as discussed... Motion carried unanimously." (See Exhibit X.)

Attached, for your convenience, is a copy of the Draft Scope of Work with RRTS's requested changes inserted in red ink. If you have any questions or need clarification on points made, please feel free to call me at 215 504-9670.

We would greatly appreciate it if you would provide us with a copy of the final Scope of Work, once you have evaluated all comment submissions.

Thank you for considering our input.

Very truly yours,



Susan Herman
President

CC: Governor Ed Rendell
Secretary of Transportation, Allen Biehler
Deputy Secretary of Highway Administration, Gary Hoffmann*
RRTS Membership (mass e-mail)
Rosefield Home Association
Eagleton Farms Homeowners Association
Penns Preserve Homeowners Association
Newtown Grant Homeowner Association
CBS KYW Channel 3
Courier Times
Advance
Yardley News
Philadelphia Inquirer
Trenton Times
Trentonian

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Received a set of studies from RRTS as outlined in section 1.4 of these
Page 7 of 36 (Revised 12/28/04) comments.

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



Mr. Bill Laubach
PENNDOT
Bureau of Highway Safety and Traffic Engineering
400 North Street, 6th Floor
Harrisburg, PA 17120-0064

March 4, 2005

RE: Comment Submission by RRTS
Scope of Work: Bucks County Regional Traffic Study (dated 2/28/05)

Dear Mr. Laubach,

Below please find our comments listed by section. Thank you for giving these your consideration.

- **SECTION 1.4;** Page 3, par.2:

Please add: "Review documented, reported near-miss quarry and heavy truck crash experiences that stakeholders are concerned about."

(See Exhibit I: 2/6/04 letter from Susan Herman to Representative Steil
RE: Regional Traffic Problems)



- **SECTION 1.4;** Page 3, par.3, sentence 2:

Please change:

From: "...[e.g., due to the ... and the recent reopening of Swamp Road]."

To: "...[e.g., due to the ... and the recent reopening of Swamp Road with no weight restrictions]."

- **SECTION 1.4;**

Please add:

"Synchronization of the Newtown Bypass lights will take place concurrently with the Regional Traffic Study. The lights will not yet be timed when data collection

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28/89



occurs. If deemed necessary, the consultant will go back after synchronization is achieved and assess the impact it has."

- **SECTION 1.8:** page 6, par. 1, sentence 3:

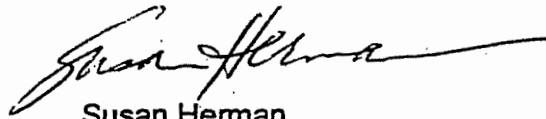
Thank you for revising the verbage in this sentence as I requested at the January 20, 2005 Task Force meeting. The sentence now reads, "Also, some local residents and R.R.T.S. have requested municipal, county, regional, and State consideration of traffic calming measures on Stoopville, Worthington Mill, and Lindenhurst Roads."

I expect that some Task Force members may ask you to return to the previous verbage in the Revised Draft Scope of Work which stated, "Also, some local residents and R:R.T.S. have requested municipal consideration of traffic calming measures on Stoopville, Worthington Mill and Lindenhurst Roads." If you recall, two members of the Task Force felt I was asking for inappropriate history to be placed into the document.

We respectfully request that you keep the current wording in the February 28, 2005 Scope of Work, as it accurately reflects the formal, documented communication that has taken place at all levels of government on this issue.

Thank you, again, for the opportunity to be heard on this important matter.

Sincerely,



Susan Herman
President

CC: Deputy Secretary of Highway Administration, Gary Hoffman

.Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com



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

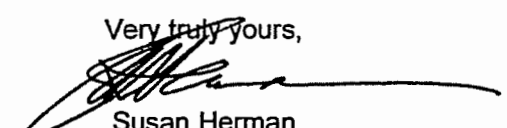
June 2, 2005

**RE: 3/17/05 Scope of Work for the Bucks County Regional Traffic Study:
Comments and studies submitted to PennDOT Harrisburg by R.R.T.S. during
the comment period for the Draft Scope of Work.**

Dear Mr. Coscia,

I have attended all meetings of the Regional Traffic Planning Task Force (RTPTF) on behalf of the more than 8,000 residents that our organization represents*. For more than four months, the RTPTF and PennDOT Harrisburg worked diligently and carefully along with R.R.T.S. and others in the community to finalize the 3/17/05 Scope of Work for the Bucks County Regional Traffic Study that DVRPC staff has been assigned to perform. Enclosed are comments and studies that R.R.T.S. submitted to Mr. Bill Laubach (PennDOT, Harrisburg; Bureau of Highway Safety and Traffic Engineering) and Mr. Gary Hoffman (Deputy Secretary for Highway Administration) during the comment period for the Draft Scope of Work. Although not all of R.R.T.S.'s comments were included in the final scope of work, Mr. Laubach assured me that he would be sending our comments (and the studies we provided) to the consultant who would be doing the study so that he/she would have a complete understanding of our concerns and the history we provided.

We respectfully request that DVRPC's staff and Board review our complete comments and the enclosed studies that were submitted to Mr. Laubach and take them into consideration when conducting the Bucks County Regional Traffic Study. Note that I have sent this letter, along with a complete set of comments and studies, to both Mr. Don Shanis and Mr. John Ward.

Very truly yours,

Susan Herman
President

*Residents for Regional Traffic Solutions, Inc. (R.R.T.S.) is a regional citizens' group with members from Lower Makefield, Upper Makefield, Newtown, Wrightstown, and Northampton Townships.

Cc: Governor Ed Rendell
Secretary of Transportation, Allen Biehler
Deputy Secretary for Highway Administration, Gary Hoffman
Deputy Secretary for Aviation and Rail Freight, Sharon Daboin**

Cover letter: page 1 of 2 . 39/372

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William Laubach, PennDOT Bureau of Highway Safety & Traffic Engineering
Don Shanis, DVRPC***
John Ward, DVRPC***
Regional Citizens Committee
R.R.T.S. membership (mass email)
CBS KYW Channel 3
Courier Times
Advance
Yardley News
Philadelphia Inquirer
Trenton Times
Trentonian

** This party received R.R.T.S.'s complete comments.

*** This party received the complete comments and studies that R.R.T.S. submitted to Mr. Laubach and Mr. Hoffman.

Cover letter: Page 2 of 2 40/372

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Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbuckspa@aol.com



Mrs. Lynn Bush
Executive Director, Bucks County Planning Commission
1260 Almshouse Road
Neshaminy Manor Center
Doylestown, PA 18901

September 7, 2005

RE: FY2007 Bucks County Transportation Improvement Program Public Meeting

Dear Mrs. Bush,

We look forward to the opportunity to comment on the FY2007 TIP at the Bucks County Transportation Improvement Program Public Meeting in October. We have a 3-minute long CD-ROM (a movie with sound) that is integral to our oral testimony.

In the FY2005 TIP round we were told that the Bucks County Planning Commission (BCPC) guidelines for the Public Meeting did not allow audio-visual presentations. We respectfully request that these guidelines be revised so we can show our CD-ROM at the FY2007 BCTIP Public Meeting. We would appreciate the BCPC providing audio-visual equipment and technical support and would like to come in prior to the meeting to test run our CD-ROM with the assistance of your staff.

In past TIP Hearings, both the State Transportation Commission and Delaware Valley Regional Planning Commission provided audio-visual equipment and technical support which enabled us to show our CD-ROM. We have every expectation that the BCPC will provide the same courtesy to citizens.

I would greatly appreciate a written response to this request by September 20, 2005; and thank you for your consideration.

Sincerely,



Susan Herman
President

CC: Governor Ed Rendell
Secretary of Transportation, Allen Biehler
Deputy Secretary of Highway Administration, Gary Hoffman
State Senator, Joe Conti
State Representative, David Steil
Bucks County Commissioners: Charles Martin, Sandra Miller, and James Cawley
Executive Director/DVRPC, John Coscia
Bucks County Planning Commission Board Chairman, Robert Grunmeier
Rich Brahler, Bucks County Planning Commission
Council Rock School Board President, Susan Vicedomini; and Superintendent, Mark Klein
Pennsbury School Board President, Linda Palsky; and Superintendent, Ralph Nuzzolo
R.R.T.S. membership (mass e-mail)
Bucks County Courier Times
Yardley News & Advance
Philadelphia Inquirer

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R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

MEMORANDUM

TO: State Representative David Steil and State Representative Scott Petri
Assemblymen: 31st and 178th Districts, respectively

FROM: Susan Herman
B.S. in Industrial Engineering (Penn State University)
President of Residents for Regional Traffic Solutions, Inc. (R.R.T.S.)

DATE: January 31, 2006


RE: Regional Traffic Planning Task Force meeting of January 30, 2006

For your information, here are the concerns prepared by R.R.T.S. that were presented at the Regional Traffic Planning Task Force (RTPTF) meeting of January 30, 2006 which you were unable to attend. They are being distributed to interested parties, including those listed below.

- Our organization shares the concerns stated by the group "Concerned Residents of Newtown" in their 1/30/06 letter to the RTPTF (attached). This letter was entered into the public record at the meeting by Mrs. Jen Dix, who also summarized the contents of the letter during public comment.
- The direction the RTPTF has taken to date regarding Stoopville Road is in direct opposition to the **Context Sensitive Solutions** and **Complete Streets** policies the Task Force should be applying to this Minor Residential Collector Road. "Complete Streets" are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities should be able to safely move along and across a "complete street".
- It is unconscionable that the RTPTF is considering upgrading Stoopville Road to an arterial highway and viewing it as a candidate to become part of a Designated Truck Route/ Regional Corridor.
- Engineering design and proper infrastructure require that arteries be upgraded to function efficiently for arterial use and capillary roads or collector roads, like Stoopville Road, be safe-guarded for residential use.
- Stoopville Road has not been safe-guarded for residential use. In fact, it has been forced to function more like an artery because of the mismanagement of roadways in our region (specifically, mismanagement of the Newtown Bypass built with \$23 million taxpayer dollars and neglect of the many arterial highways that lead to it). This must now be corrected by implementation of traffic calming measures, especially those that include horizontal and vertical deflection.

- Both upgrading the functional classification of Stoopville Road and considering it as a candidate for part of a Designated Truck Route/ Regional Corridor, is in direct opposition to Governor Rendell's Keystone Principles for Growth, Investment and Resource Conservation announced in an October 24, 2005 press release. The Governor's principles support following the region's Comprehensive Master Plan which, for decades, has shown Stoopville Road as a residential collector road.
- The Jointure is currently updating its Comprehensive Master Plan. Residents hope there will be no attempt to upgrade Stoopville Road to an arterial highway in this process.
- The Bucks County Planning Commission (BCPC) has recently reviewed the functional classifications of all public roads in the county, as part of a Systemwide Functional Classification Update for PA Counties coordinated by the DVRPC. In February 2006 the Regional Transportation Committee (sub-committee of the DVRPC) and the DVRPC Board will consider the BCPC's recommendations for functional classification changes in the county. Residents sincerely hope the BCPC has not recommended upgrading Stoopville Road to an arterial highway in this process.

Very truly yours,


Susan Herman
President

Cc:

Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Rick Santorum
U.S. Congressman Mike Fitzpatrick
Governor Ed Rendell
State Senator Joe Conti
State Senator Tommy Tomlinson
State Representative David Steil
State Representative Scott Petri
Allen Biehler, Secretary of Transportation
State Transportation Commission c/o Honorable Allen Biehler
Gary Hoffman, Deputy Secretary of Highway Administration
William Laubach, PennDOT Bureau of Highway Safety & Traffic Engineering
DVRPC Board, c/o Honorable Thomas J. Gurick
John Coscia, Executive Director/DVRPC
Dr. Don Shanis, Assistant Director for Transportation Planning/DVRPC
Regional Transportation Committee, c/o Brian Cuccia
Regional Citizens Committee, c/o Warren Strumpfer
James Cawley, Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Sandra Miller, Bucks County Commissioner
Lynn Bush, Executive Director, Bucks County Planning Commission
Southeastern Bucks League of Municipalities, c/o Steve Santarsiero

Regional Traffic Planning Task Force members: George Komelasky /Northampton Twp, Peter Palestina/Northampton Twp, Dan Rattigan/Upper Makefield Twp, Bob West/Upper Makefield Twp, Rand Jaslowski/Newtown Boro, Joe Hunter/Yardley Boro, Chris Harding/Yardley Boro,

Anne Goren/Newtown Twp, Jerry Schenkman/Newtown Township, Jane Magne/Wrightstown
Twp, Ron Smith/Lower Makefield Twp, Greg Ciaola/Lower Makefield Twp

Alan Harvison, Council Rock School Board President
Mark Klein, Council Rock School Superintendent
Greg Lucidi, Pennsbury School Board President
Ralph Nuzzolo, Pennsbury School Superintendent
Jazmyn Martin, Bucks County Courier Times
Brian Callaway, Intelligencer
Bridget Brier, Newtown Advance
Jeff Werner, Yardley News
Ira Porter, Philadelphia Inquirer
Trenton Times
Trentonian
Bristol Pilot
CBS-KYW 3
Concerned Residents of Newtown, c/o Jen Dix
R.R.T.S. Membership (mass e-mail)

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R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
Ph: 215 504-9670

Dr. Don Shanis
Deputy Executive Director
c/o Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

May 1, 2006

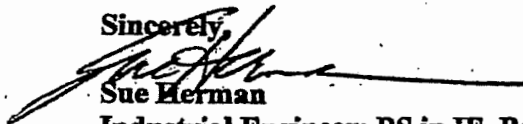
RE: Stone by rail from Wrightstown Area quarries
Interest of 9,000 voters in the affected Area- reachable by RRTS

Dear Dr. Shanis:

Regarding our remarks at DVRPC's Board meeting on April 27, I want to emphasize that voters of this Area await with considerable trepidation your report regarding rail haul of stone from Wrightstown Township Area quarries. At DVRPC's 4/19/06 Goods Movement Task Force meeting, PennDOT Deputy Secretary Sharon Daboin said a "meeting sometime in May" will produce a Report on the dangerously mounting congestive hazards of continuing to haul millions of tons of stone by truck over our outdated road delivery systems. We have 9,000 voter contacts at RRTS. We intend to keep them informed. Thank you for confirming date, time and place for this very important event.

Citizens expect this meeting to be public. The rail option has been known for at least 15 years. The railroads are here. Running every day. They have told us they are ready to serve, have forwarded rates and specific services. There is no "feasibility" question where they are concerned. They are here. They connect with anywhere in the outside world. The record is replete with rates, services and variations on connections that can be rendered. We appreciate your efforts. We look forward with anticipation to this evidence that the State is finally ready to act. Thank you for your attention to this vital subject.

Sincerely,



Sue Herman

Industrial Engineer; BS in IE, Penn State University
Logistical Support; Procter & Gamble, former
Richardson-Vick, Inc. Div. at Hatboro
President, RRTS

Cc: Bucks HUB Conference TMA
Office of Transportation Technology, Strategy, Planning & Development
Administrator, FHA
Chairman, STB
Administrator, FRA

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CSX Rail Road
W & W Railroad
U.S. Congressman Mike Fitzpatrick
Patrick Murphy
Andy Warren
State Representative Matt Wright
Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Rick Santorum
Governor Ed Rendell
State Senator Joe Conti
State Senator Tommy Tomlinson
State Representative David Steil
State Representative Scott Petri
Allen Biehler, Secretary of Transportation
State Transportation Commission c/o Honorable Allen Biehler
Sharon Daboin, Deputy Secretary for Aviation and Rail Freight
Gary Hoffman, Deputy Secretary of Highway Administration
William Laubach, PennDOT Bureau of Highway Safety & Traffic Engineering
DVRPC Board, c/o Honorable Thomas J. Gurick
Mr. Barry Seymour, Executive Director/ DVRPC
Regional Transportation Committee, c/o Brian Cuccia
Regional Citizens Committee, c/o Warren Strumpfer
James Cawley, Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Sandra Miller, Bucks County Commissioner
Lynn Bush, Executive Director, Bucks County Planning Commission
Southeastern Bucks League of Municipalities, c/o Steve Santarsiero

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Brian Callaway, Intelligencer
Bridget Brier, Newtown Advance
Jeff Werner, Yardley News
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Trenton Times
Trentonian
Bristol Pilot
CBS-KYW 3
Concerned Residents of Newtown, c/o Jen Dix
R.R.T.S. Membership (mass e-mail)

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R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
Ph: 215 504-9670



Ms. Jane Magne
Mr. Robert Lloyd
Supervisors, Wrightstown Township
138 Penns Park Road
Wrightstown, PA 18940

May 31, 2006

RE: Pogonowski Letter of 5/11/06 in response to Herman Letter of 5/01/06
Stone by rail from Wrightstown Area quarries

TO WHOM IT MAY CONCERN

We are shocked and dismayed at the accusations of Mr. Pogonowski in his official capacity, accusing our organization and its officers as being lobbyists. We have in hand letter from Chester S. Pogonowski, signed as Chair, Wrightstown Township, Bucks County, Pa. Board of Supervisors on official township stationery, dated 5/11/06 in which he repeatedly accuses this organization and its officers as constituting a "lobby" (see Exhibit I). We have also received copies of this letter from numerous other people.



Under advisement, we are investigating these slanderous comments. Mr. Pogonowski is apparently totally unaware or is consciously in violation of regulations, penalties and consequences for falsifying information on the subject of lobbying. Lobbyists must register as lobbyists, report regularly, and submit audits or meet severe penalties for failures in these regards, in Washington, the Commonwealth of Pennsylvania at Harrisburg, and in Municipal government.

Residents for Regional Traffic Solutions, INCORPORATED, is not a lobby. It is a grass roots citizens organization fully incorporated and protected under laws of the Commonwealth of Pennsylvania. We are consulting with Citizens Union, Common Cause, Public Interest Research Group, among others and counsel. Neither our organization nor its officers ever lobby.

The Township bears full responsibility for Mr. Pogonowski's "official" falsifications; *carried on official Township stationery, writing, as he says, officially for the Township governing body.*

Mr. Pogonowski writes as though he is an expert on the concept of railroads. He is not. Railroads are not piecemeal. They run as systems anywhere in this country and anywhere in the world intermodally. Mr. Pogonowski does not appear to know that. Does he know of proprietary 1991



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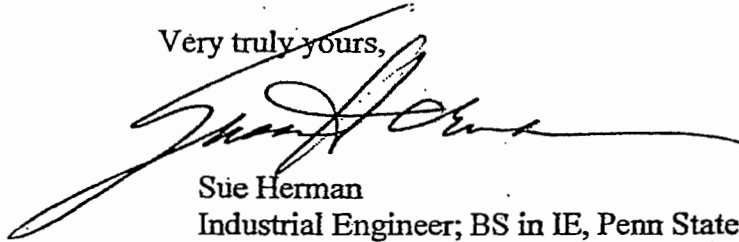
efforts to implement our rail alternative to quarry stone hauling? Does he know the history of the little line that runs through this Township? How Governor Milton J. Shapp, at the urging of his own specially appointed "personal transportation advisor", saved McHugh Bros. control of the line from the take-over by personally intervening to obtain \$268,000 from the State to keep, upgrade and operate the tiny rail line. Jimmy McHugh then wrote specifically about this direct aid in a documented letter to the Philadelphia Inquirer. That was 29 years ago.

As for Mr. Pogonowski's statement that "...feasibility and practicality still remain undemonstrated"; he must not know that a service directly paralleling our proposed operation runs profitably using the same carriers hauling the same stuff, approximately eighty miles west of Wrightstown. Indeed that service won a national annual award for the operation (see Exhibit II, September 2002 Railway Age article entitled *Backhaul bonanza*). As an industrial engineer, I can tell you one does not run feasibility studies when one already has a successful product.

Mr. Pogonowski seems to be satisfied keeping this danger of trucks on the highway needlessly upon the rest of us. His position is not in the best interest of the safety of the citizenry at large. Citizens' safety must supercede any political considerations.

Absent an immediate retraction of his statements accusing our organization and its officers as being lobbyists, we fully intend to investigate all of our remedies afforded by the law.

Very truly yours,



Sue Herman
Industrial Engineer; BS in IE, Penn State University
Logistical Support; Procter & Gamble, former
Richardson-Vick, Inc. Div.

President, RRTS

Cc: Bucks HUB Conference TMA
Office of Transportation Technology, Strategy, Planning & Development
Administrator, FHA
Chairman, STB
Administrator, FRA
CSX Rail Road
W & W Railroad
U.S. Congressman Mike Fitzpatrick
Patrick Murphy
Andy Warren
State Representative Matt Wright
Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Rick Santorum
Governor Ed Rendell

State Senator Joe Conti
State Senator Tommy Tomlinson
State Representative David Steil
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Jaslow/ Newtown Boro, Joe Hunter/Yardley Boro, Chris Harding/Yardley Boro,
Anne Goren/Newtown Twp, Jerry Schenkman/Newtown Township, Jane Magne/Wrightstown Twp, Ron
Smith/Lower Makefield Twp, Greg Ciaola/Lower Makefield Twp

Lower Makefield Township
Newtown Borough
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Northampton Township
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Alan Harvison, Council Rock School Board President
Mark Klein, Council Rock School Superintendent
Greg Lucidi, Pennsbury School Board President
Ralph Nuzzolo, Pennsbury School Superintendent
Jesse Abrams-Morley, Bucks County Courier Times
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Philadelphia Inquirer
Trenton Times
Trentonian
Bristol Pilot
CBS-KYW 3
Concerned Residents of Newtown, c/o Jen Dix
R.R.T.S. Membership (mass e-mail)
Bucks County TMA
Associated Press
Fox News
Channel 6
Channel 10
Michael Diamond

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940

Newtown Township Board of Supervisors
C/o Mrs. Anne Goren, Chairperson
100 Municipal Drive
Newtown, PA 18940

Wrightstown Township Board of Supervisors
C/o Mr. Chester Pogonowski, Chairman
738 Penns Park Road
Wrightstown, PA 18940

September 1, 2006

Dear Township Supervisors,

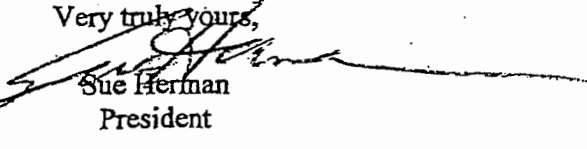
We'd like to raise a concern residents have about the traffic impacts of the Veterans Cemetery Deal being considered at this time. Upper Makefield Township just approved the Veterans' Administration Cemetery Overlay Ordinance to go forward to Wrightstown and Newtown Townships for review. It's alarming that none of the traffic impacts of the Cemetery Deal have been considered. We've heard rumor that Lindenhurst Road and Stoopville Road will be the official entrance route for the Cemetery.

Our position is that the traffic impacts of the Cemetery Deal should be carefully studied and arterial highways Taylorsville Road and Route 532 should be used for the official entrance route to the Cemetery. This would take the processions of honored veterans past historic Washington Crossing Park, one of the prime reasons why this location was chosen.

We ask the supervisors and the planning commissions to have a traffic study done prior to making any zoning changes that might affect traffic on Lindenhurst Road and Stoopville Road. Let's not exacerbate an already volatile situation.

Thank you for your consideration.

Very truly yours,


Sue Herman
President

- Cc:
- Carmine Fiscina, Safety Engineer, Federal Highway Administration
 - Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
 - Senator Arlen Specter
 - Senator Rick Santorum
 - U.S. Congressman Mike Fitzpatrick
 - Patrick Murphy
 - Governor Ed Rendell

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State Senator Joe Conti
State Senator Tommy Tomlinson
State Representative David Steil
Mike Diamond
State Representative Scott Petri
Allen Biehler, Secretary of Transportation
State Transportation Commission c/o Honorable Allen Biehler
Deputy Secretary of Highway Administration
William Laubach, PennDOT Bureau of Highway Safety & Traffic Engineering
DVRPC Board, c/o Honorable Thomas J. Gurick
Barry Seymour, Executive Director/DVRPC
Dr. Don Shanis, Deputy Executive Director/DVRPC
Regional Transportation Committee, c/o Brian Cuccia
Regional Citizens Committee, c/o Warren Strumpfer
James Cawley, Bucks County Commissioner
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Anne Goren/Newtown Twp, Jerry Schenkman/Newtown Township, Jane Magne/Wrightstown Twp, Ron
Smith/Lower Makefield Twp, Greg Ciaola/Lower Makefield Twp

Lower Makefield Township Board of Supervisors
Upper Makefield Township Board of Supervisors
Yardley Borough Council
Newtown Borough Council
Northampton Township Board of Supervisors
Alan Harvison, Council Rock School Board President
Mark Klein, Council Rock School Superintendent
Greg Lucidi, Pennsbury School Board President
Ralph Nuzzolo, Pennsbury School Superintendent
Associated Press
Theresa Katalinas, Bucks County Courier Times
Brian Callaway, Intelligencer
Newtown Advance
Jeff Werner, Yardley News
Philadelphia Inquirer
Trenton Times
Trentonian
Bristol Pilot
Fox News
CBS-KYW 3
Channel 6
Channel 10
Concerned Residents of Newtown, c/o Jen Dix
R.R.T.S. Membership (mass e-mail)
Lower Makefield Township Citizens Traffic Commission

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940

MEMORANDUM

TO: State Representative David Steil and State Representative Scott Petri
Assemblymen: 31st and 178th Districts, respectively

FROM: Susan Herman
B.S. in Industrial Engineering (Penn State University)
President of Residents for Regional Traffic Solutions, Inc. (R.R.T.S.)

DATE: October 30, 2006

RE: Regional Traffic Planning Task Force meeting of October 30, 2006

As you know, Residents for Regional Traffic Solutions, Inc. is a major stakeholder in the Bucks County Regional Traffic Study as outlined in the Request for Proposal developed and approved by the Regional Traffic Planning Task Force between 11/29/04 and 3/31/05 (see official meeting minutes). The Request for Proposal (RFP), 3/17/05 Scope of Work, Bucks County Regional Traffic Study, can be seen in Exhibit I. Our regional grassroots citizens group represents well in excess of 9,000 residents. Our concerns are outlined below:

- The Delaware Valley Regional Planning Commission (DVRPC) and sub-contractors must conduct the Bucks County Regional Traffic Study as outlined in the aforementioned 3/17/05 Scope of Work, Bucks County Regional Traffic Study.

Residents are alarmed that the DVRPC's Work Program Project description for the Bucks County Regional Traffic Study (BCRTS) DOES NOT MIRROR OR CROSS REFERENCE the 3/17/05 Scope of Work developed and approved in the public forum. This disrespects the democratic process.

- Exhibit II is a 5/27/05 letter from Susan Herman to John Coscia (Executive Director of the DVRPC) stating RRTS's concern that the DVRPC deviated from the 3/17/05 Scope of Work in its Work Program project description. The letter states, "While I am disappointed that the DVRPC Board did not change the Goals, Description and Tasks sections of PROJECT 6-43-xxx: Bucks County Regional Traffic Study (Exhibit I) as I requested, I have every expectation that DVRPC's staff will do what you, Mr. Shanis and the DVRPC Board promised at the 4/28/05 meeting. You promised that the intention

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Page 1 of 4 Pg. 1 of 39 (11/1/06)

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Note: Those asterisked on the copy list were sent the complete 79 page long Exhibit II document in addition to this memorandum.)

of PROJECT 6-43-xxx is to perform the more comprehensive work outlined in the 3/17/05 Scope of Work: Bucks County Regional Traffic Study (Exhibit II) in its entirety.*

* Mr. Dennis Winters, Regional Citizens Committee (RCC) Chairman, told the DVRPC Board that the RCC would be interested in knowing if there is any deviation from performing the work as outlined in the 3/17/05 Scope of Work."

- Exhibit III is a 6/2/05 letter from Susan Herman to John Coscia which states, "For more than four months, the RTPTF and PennDOT Harrisburg worked diligently and carefully along with R.R.T.S. and others in the community to finalize the 3/17/05 Scope of Work for the Bucks County Regional Traffic Study that DVRPC staff has been assigned to perform. Enclosed are comments and studies that R.R.T.S. submitted to Mr. Bill Laubach (PennDOT, Harrisburg; Bureau of Highway Safety and Traffic Engineering) and Mr. Gary Hoffman (Deputy Secretary for Highway Administration) during the comment period for the Draft Scope of Work. Although not all of R.R.T.S.'s comments were included in the final scope of work, Mr. Laubach assured me that he would be sending our comments (and the studies we provided) to the consultant who would be doing the study so that he/she would have a complete understanding of our concerns and the history we provided...Note that I have sent this letter, along with a complete set of comments and studies, to both Mr. Don Shanis and Mr. John Ward."

RRTS expects the DVRPC to extend the same courtesy to our organization that PennDOT Harrisburg was willing to extend when the plan was to use an independent consultant at PennDOT Harrisburg to do the BCRTS. We expect the complete set of comments and studies provided by RRTS to be taken into consideration.

- We want to set the record straight regarding the DVRPC's 1988 Newtown Township Traffic Study, one of the studies we submitted during the comment period for the Draft RFP. In this study, the DVRPC studied the "Northern Bypass Alternative". Exhibit IV contains page #~~64~~^{#61} from the study. It is a map titled "**YEAR 2000 Highway Network: Northern Bypass Scenario**". We are alarmed that you have said, Representative Steil, that the Northern Bypass is something that "a supervisor suggested" and "it never went any further".* We find your misrepresentation of the Northern Bypass to be unacceptable. You state your opinion as though it is fact and truth, and this is irresponsible governance.

#61

Page #~~64~~ is an official map prepared by the DVRPC, the VERY agency conducting the Bucks County Regional Traffic Study. As our Metropolitan Planning Organization, it is the DVRPC's responsibility to do long range planning with a window of 20 years. This means the Northern Bypass Scenario pictured on this map, or something similar, is still viable today. Residents expect the Task Force and DVRPC to include the 1988 Study in its work and acknowledge that the Northern Bypass has been officially studied.

*Taken from a 9/13/06 Bucks County Courier Times article,
Traffic studies to predate cemetery route design.

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- Tonight RRTS is officially asking that the Task Force and DVRPC accept another document for consideration when conducting the BCRTS. Exhibit V is our 10/20/05 Bucks County Planning Commission Written Testimony Submission for the FY2007 Stoopville Road Rehabilitation Project. This document gives the most comprehensive summary of RRTS's position on the traffic issue to date. It also explains why residents conclude that pieces of the Northern Bypass are being initiated by local governments, even though the project is not being openly discussed as a whole.

Page #8 of Exhibit V shows that the Stoopville Road Rehabilitation Project called for the "realignment and signalization of the intersection with Washington Crossing Road". The DVRPC's 1988 Study said this about that VERY intersection, "To affect a northern bypass via Stoopville Road, it is vital to realign this intersection." (See Exhibit IV, page 6.)

- Lastly, RRTS respectfully requests a copy of the RFP that the DVRPC has given to any sub-contractor who is performing work for the Bucks County Regional Traffic Study.

Very truly yours,



Susan Herman
President

Cc: Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Rick Santorum
U.S. Congressman Mike Fitzpatrick *
Patrick Murphy
Governor Ed Rendell *
State Senator Joe Conti
State Senator Tommy Tomlinson
Mike Diamond
Allen Biehler, Secretary of Transportation *
State Transportation Commission c/o Honorable Allen Biehler
Deputy Secretary of Highway Administration *
William Laubach, PennDOT Bureau of Highway Safety & Traffic Engineering *
DVRPC Board, c/o chairperson *
Barry Seymour, Executive Director/DVRPC *
Don Shanis, Deputy Executive Director/DVRPC *
Regional Transportation Committee, c/o chairperson *
Regional Citizens Committee, c/o Warren Strumpfner
James Cawley, Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Sandra Miller, Bucks County Commissioner
Lynn Bush, Executive Director, Bucks County Planning Commission
Southeastern Bucks League of Municipalities, c/o Steve Santarsiero

* This party was sent the Exhibit V document in its entirety. This document, RRTS's 10-20-05 Bucks County Planning Commission Written Testimony Submission the FY 2007 Stoopville Road Rehabilitation Project, is 79 pages long.

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Regional Traffic Planning Task Force members: Vincent Deon /Northampton Twp, Peter Palestina/Northampton Twp, Dan Rattigan/Upper Makefield Twp, Bob West/Upper Makefield Twp, Rand Jaslow/ Newtown Boro, Joe Hunter/Yardley Boro, Chris Harding/Yardley Boro, Anne Goren/Newtown Twp, Jerry Schenkman/Newtown Twp., Jane Magne/Wrightstown Twp, Ron Smith/Lower Makefield Twp, Greg Ciaola/Lower Makefield Twp.

Council Rock School Board President
Council Rock School Superintendent
Pennsbury School Board President
Pennsbury School Superintendent
Associated Press
Bucks County Courier Times
Brian Callaway, Intelligencer
Newtown Advance
Jeff Werner, Yardley News
Philadelphia Inquirer
Trenton Times
Trentonian
Bristol Pilot
CBS-KYW 3
Channel 6
Channel 10
Fox News
Concerned Residents of Newtown, c/o Jen Dix
Lower Makefield Township Citizens Traffic Commission
R.R.T.S. Membership (mass e-mail)

State Representative David Steil *

State Representative Scott Petri *

Public Record Copy * (Sue Herman read this letter into the public record at the 10-30-06 meeting of the Regional Traffic Planning Task Force. She asked where Exhibits referenced in this letter could be delivered and was told to send them to Ms. Haug (the meeting secretary) at the Upper Makefield Township municipal building. Exhibits will be hand-delivered by Sue Herman.)

Lower Makefield Twp. Board of Supervisors
Upper Makefield Twp. Board of Supervisors
Newtown Township Board of Supervisors
Wrightstown Township Board of Supervisors
Northampton Township Board of Supervisors
Yardley Borough Council
Newtown Borough Council

This party was sent the Exhibit I document in its entirety. This document, RRTS's 10-20-05. Bucks County Planning Commission Written Testimony Submission for the FY2007 Stoopville Road Rehabilitation Project, is 179 pages long.

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R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940

Ms. Vicki Haug
Administrative Assistant
Upper Makefield Township
1076 Eagle Road
Newtown, PA 18940

November 2, 2006

Dear Ms. Haug,

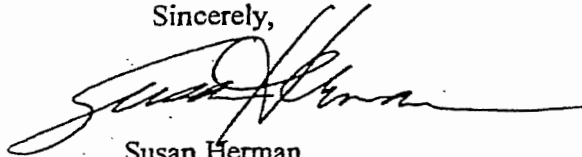
As you know, I read the 10/30/06 memorandum from Residents for Regional Traffic Solutions Inc. to State Representatives David Steil and Scott Petri RE. Regional Traffic Planning Task Force meeting of October 30, 2006 into the public record at the Regional Traffic Planning Task Force meeting on October 30, 2006. After reading the memorandum, I questioned where I could deliver the Exhibits referenced in it, and you directed me to deliver them to you at the Upper Makefield Township building.

Please accept my hand delivery today of the memorandum along with the accompanying Exhibits. Note that this delivery consists of one 39- page document that contains the 4-page memorandum and 35 pages of Exhibits (includes a partial Exhibit V), as well as, a complete Exhibit V document, which is a 79-page document entitled 10/20/05 Bucks County Planning Commission Written Testimony Submission for the FY2007 Stoopville Road Rehabilitation Project.

Please enter the 39-page document and 79-page document into the public record as requested, and agreed upon, at the 10/30/06 Regional Traffic Planning Task Force meeting.

Thank you.

Sincerely,



Susan Herman
President

RECEIVED BY: V. Haug 56/372
DATE: 11-2-06

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was added to the top of the 39-page document that was hand delivered. Pages #1-4 of the memorandum were given to Vicki Haug (meeting secretary) at the 10-30-06 Regional Traffic Planning Task Force meeting. OUT any hand written entries on it. Susan Herman 11/2/06

R.R.T.S.**Residents for Regional Traffic Solutions, Inc.**

PO Box 285
 Newtown, PA 18940
 RRTSbuckspa5@aol.com



Mr. Jerry Coyne
 Project Manager for the Bucks County Regional Traffic Study
 Delaware Valley Regional Planning Commission
 190 N. Independence Mall West
 Philadelphia, PA 19106-1520

January 17, 2007

**RE: Public Open House for the Bucks County Regional Traffic Study
 Submission of Concerns**

Dear Mr. Coyne,


Thank you for the opportunity to submit our concerns to you this evening regarding the Bucks County Regional Traffic Study you are conducting for the Regional Traffic Planning Task Force. On behalf of the residents we represent, Residents for Regional Traffic Solutions, Inc. (RRTS) is submitting three (3) documents to you that concisely and clearly outline residents' concerns. The documents are:

- 10/20/05 Bucks County Planning Commission Written Testimony Submission
 (79-page document submitted by RRTS in the FY2007 TIP round.)
- 01/31/06 7-page letter from RRTS to State Representative David Steil and State Representative Scott Petri RE: **Regional Traffic Planning Task Force meeting of January 30, 2006**
- 10/30/06 39-page letter from RRTS to State Representative David Steil and State Representative Scott Petri RE: **Regional Traffic Planning Task Force meeting of October 30, 2006**

We respectfully request that you address the serious concerns expressed in these documents.

Thank you, again, for the opportunity to comment.

Very truly yours,


 Sue Herman
 President

*Cc: Carmine Fiscina, Safety Engineer, Federal Highway Administration
 Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
 Senator Arlen Specter

*Note: additions were made to the distribution list on this letter immediately after the Open House and a revised letter, with additions, was sent to Mr. Coyne, Regional Traffic Planning Task Force members, and the press. All others on the distribution list received the revised version of the letter.

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Senator Robert Casey, Jr.
U.S. Congressman Patrick Murphy
Governor Ed Rendell
State Senator Charles McIlhinney, Jr.
State Senator Tommy Tomlinson
State Representative David Steil
State Representative Scott Petri
Allen Biehler, Secretary of Transportation
State Transportation Commission c/o Honorable Allen Biehler
Richard Hogg, Deputy Secretary for Highway Administration
William Laubach, PennDOT Bureau of Highway Safety & Traffic Engineering
Rina Cutler, District Executive, PennDOT District 6
DVRPC Board; c/o Joanne Denworth, chair
Barry Seymour, Executive Director/DVRPC
Don Shanis, Deputy Executive Director/DVRPC
Regional Transportation Committee; c/o Catherine Popp-McDonough, chair
Regional Citizens Committee; c/o Warren Strumpfer, chair
James Cawley, Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Sandra Miller, Bucks County Commissioner
Lynn Bush, Executive Director, Bucks County Planning Commission
Bucks HUB Conference TMA

Southeastern Bucks League of Municipalities, c/o Steve Santarsiero
Regional Traffic Planning Task Force members: Vincent Deon/Northampton Twp, Peter
Palestina/Northampton Twp, Dan Rattigan/Upper Makefield Twp, Bob West/Upper Makefield Twp, Mark
Craig/Newtown Boro, Joe Hunter/Yardley Boro, Chris Harding/Yardley Boro,
Anne Goren/Newtown Twp, Jerry Schenkman/Newtown Twp., Jane Magne/Wrightstown Twp, Ron
Smith/Lower Makefield Twp, Greg Ciaola/Lower Makefield Twp.

Lower Makefield Township Board of Supervisors
Upper Makefield Township Board of Supervisors
Newtown Township Board of Supervisors
Wrightstown Township Board of Supervisors
Northampton Township Board of Supervisors
Yardley Borough Council
Newtown Borough Council
Lower Makefield Township Citizens Traffic Commission
Council Rock School Board President
Council Rock School Superintendent
Pennsbury School Board President
Pennsbury School Superintendent
Associated Press
Bucks County Courier Times
Brian Callaway, Intelligencer
Newtown Advance
Jeff Werner, Yardley News
Philadelphia Inquirer
Trenton Times
Trentonian
Bristol Pilot
CBS-KYW 3
Channel 6
Channel 10
Fox News
Concerned Residents of Newtown, c/o Jen Dix
R.R.T.S. Membership (mass e-mail)

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Page 2 of 2

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R.R.T.S.**Residents for Regional Traffic Solutions, Inc.**PO Box 285
Newtown, PA 18940
RRTsbuckspa5@aol.com**MEMORANDUM**

TO: State Representative David Steil and State Representative Scott Petri
Assemblymen: 31st and 178th Districts, respectively

Mr. Jerry Coyne Delaware Valley Regional Planning Commission (DVRPC),
Project Manager, Bucks County Regional Traffic Study

Mr. Bill Laubach PennDOT, Bureau of Highway Safety and Traffic Engineering

FROM: Sue Herman B.S. in Industrial Engineering (Penn State University)
President, Residents for Regional Traffic Solutions, Inc. (RRTS)

January 29, 2007

RE: Timing of the lights on the Newtown Bypass

Dear Representative Steil, Representative Petri, Mr. Coyne and Mr. Laubach,

Thank you for your continued efforts to resolve the timing problem with the lights on the Newtown Bypass and to design a model that makes the Bypass at last functional. Having been involved in regional transportation issues during the past 7 years, red flags arose for RRTS at the well-received Bucks County Regional Traffic Study Public Open House held on January 17, 2007. Our concerns follow:

- The graphs presented at the Traffic Signal Enhancement Initiative (TSEI) station showed the Average Travel Speed on the Bypass to be quite low. The graphs also showed the Posted Speed Limit on the Bypass to be 45 miles per hour (mph).
- It is our belief that the speed limit on the Newtown Bypass is 55 mph, with the exception of the small segment posted 45 mph in Lower Makefield Township near the intersection of I-95.
- Exhibit I contains excerpts from the February 2000 Newtown/ Lower Makefield Township Truck Restriction Study conducted by PennDOT District 6. The third page of this Exhibit states:

"...The improvements listed below are recommended to mitigate the types of accidents that occur on the Newtown By-pass:

- ❑ *Synchronize the traffic signals to provide better progression of through traffic on the Newtown By-pass.*
- ❑ *Post the speed limit to reinforce the 55 MPH speed limit.*
- ❑ *Replace missing signs and bent posts."*

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Page 1 of 12

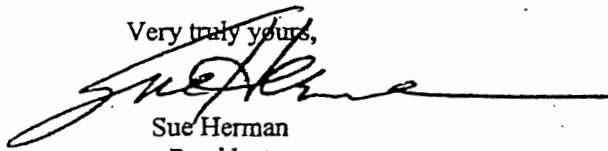
- The sixth page of Exhibit I states this in the section entitled "Traffic Speeds": "The speed limit on the Newtown By-pass, from Durham Road (Route 413) to Interstate-95, is not posted. The speed limit, therefore, is assumed to be 55 MPH..."
- A review of the complete February 2000 Newtown/ Lower Makefield Township Truck Restriction Study [conducted by PennDOT District 6], reveals that the Newtown Bypass is the only road in the Study where "most vehicles travel at speeds below the legal speed limit". On the other roads studied, it was found that "most vehicles travel at speeds above the posted speed limit".*
- In Exhibit II, a November 15, 2000 letter from Representative Steil to Marcy Conti - SUBJECT: Your letter October 27, 2000, Representative Steil states: "As you are aware, under Pennsylvania law, any road not posted with a speed limit sign is limited to 55 mph. It would be the responsibility of the municipality to post those signs on the by-pass should they choose to do so."
- For years, RRTS has informed politicians and agencies that travelers on the Newtown Bypass are confused as to what the speed limit is, because it is not posted. Unfortunately, our concerns fell on deaf ears. Perhaps driver confusion is a contributor to the low Average Travel Speed documented in the TSEI.

In summary, it is our belief that the success of the timing effort will totally be about what travel speed the lights are timed for.

- 1.) What travel speed will the lights be timed for?
- 2.) Is it going to be 50 mph, so as to maximize the use of the Newtown Bypass from a functionality standpoint?
- 3.) Will you post signs along the Bypass once the lights are timed, to inform the public as to what speed the lights are timed for?
- 4.) Will you recommend that Newtown Township retime the lights every 3 to 5 years, to ensure **continued** optimal progression of through traffic on the Bypass?
- 5.) Since the Newtown Bypass was built using \$23 million taxpayer dollars, will you recommend improving this facility by creating overpasses to eventually replace the many traffic signals?

We eagerly await signal timing on the Newtown Bypass and ask that your responses to the above concerns be incorporated in the end-February report scheduled in the DVRPC's 01/10/2007 Bucks County Regional Traffic Study Project Timeline.

Very truly yours,



Sue Herman
President

- * The other roads studied were Lindenhurst RD (posted speed limit - 40 mph), Stoopville RD (posted speed limit - 45 mph), Swamp RD (posted speed limit - 45 mph from the Newtown Bypass to the Newtown Township line), Durham RD (posted speed limit - 45 mph), and Newtown-Richboro RD (posted speed limit - 45 mph from the Newtown Bypass to the Neshaminy Creek).

Cc: Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter

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Senator Robert Casey, Jr.
U.S. Congressman Patrick Murphy
Governor Ed Rendell
State Senator Charles McIlhinney, Jr.
State Senator Tommy Tomlinson
Allen Biehler, Secretary of Transportation
State Transportation Commission c/o Honorable Allen Biehler
Richard Hogg, Deputy Secretary for Highway Administration
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DVRPC Board; c/o Joanne Denworth, chair
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Regional Citizens Committee; c/o Warren Strumpfer, chair
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Bucks HUB Conference TMA
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Hunter/Yardley Boro, Chris Harding/Yardley Boro,
Anne Goren/Newtown Twp, Jerry Schenkman/Newtown Twp., Jane Magne/Wrightstown Twp, Ron Smith/Lower
Makefield Twp, Greg Ciaola/Lower Makefield Twp.
Lower Makefield Township Board of Supervisors
Upper Makefield Township Board of Supervisors
Newtown Township Board of Supervisors
Wrightstown Township Board of Supervisors
Northampton Township Board of Supervisors
Yardley Borough Council
Newtown Borough Council
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Council Rock School Superintendent
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Pennsbury School Superintendent
Associated Press
Bucks County Courier Times
Brian Callaway, Intelligencer
Newtown Advance
Jeff Werner, Yardley News
Philadelphia Inquirer
Trenton Times
Trentonian
Bristol Pilot
CBS-KYW 3
Channel 6
Channel 10
Fox News
Concerned Residents of Newtown, c/o Jen Dix
R.R.T.S. Membership (mass e-mail)

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RTPTF

Ex. 18

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbuckspa5@aol.com

TO: - Lower Makefield Township (LMT) Board of Supervisors
- LMT Citizens Traffic Commission

FROM: Sue Herman
B.S. in Industrial Engineering (Penn State University)
President, Residents for Regional Traffic Solutions, Inc. (RTS)

March 30, 2007

RE: Request your attendance at the Delaware Valley Regional Planning Commission (DVRPC) Public Open House for the Bucks County Regional Traffic Study (BCRTS)

Dear Mr. Smith, Mr. Caiola, Mr. Stainthorpe, Mr. Santarsiero, Mrs. Godshalk, and members of the LMT Citizens Traffic Commission; *Gary Gilman (4/11 w/cd), Wesner (4/11), Tolbert (4/11), Stinson (4/11), Cotta (4/11), Banta (4/11), McClain (4/11), Dixon (4/11), Sherk (4/11)*

RTS respectfully requests that you attend the DVRPC's Public Open House for the BCRTS on Thursday, April 26, 2007 from 6PM - 9PM at Charles Boehm Middle School, 866 Big Oak Road, Yardley, PA. Your attendance will give much-needed support to residents who have been fighting for years to restore sanity to Lindenhurst RD.

At the 3/29/07 meeting of the Regional Traffic Planning Task Force (RTPTF):

- Irene Koehler, past president of Lindenhurst Homeowners Assoc., read a Bucks County Courier Times Letter to the Editor into the public record. Although written years ago, this letter accurately describes the volatile conditions that persist on Lindenhurst RD today:

"Speeding trucks on Lindenhurst Road are menace to school children
I am a school bus driver and I traverse Lindenhurst Road every day, three times in the morning and twice in the evening. The situation with the large trucks on that road must change before we have a tragic accident. On March 17, while waiting on Lindenhurst Road to make a left turn onto Hillside, I was nearly rear-ended by a stone truck whose only excuse was excessive speed...There were 60 children on that bus - all under 9 years of age. This is not an isolated incident. Frequently these trucks blast their horns at me because I'm slowing down to make a turn, with my signal on, and they want me to move faster because they're going too fast to stop...Before there is an unimaginable tragedy, the parents of these children must force some positive action regarding this outrageous behavior. Think about it: 23 tons of stone plowing into 60-plus children - their children.

Mary Foose, Morrisville" (See complete letter, Ex. I)

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- Jay Roth, engineer consultant to the DVRPC, presented a spreadsheet titled Engineering and Traffic Study Elements Summary Matrix – Revised 3/12/2007 (Ex. II). Data for the 16 Key Roadways in the BCRTS was listed in columns headed: Average Daily Traffic, Traffic Composition, Reportable Crash History, Reportable Crash History Composition, Prevailing Traffic Speed and Horizontal & Vertical Alignment. Per Mr. Roth, (1) a reportable crash is where someone has to be removed from the scene or taken to the hospital, or a car/ vehicle has to be towed from the scene and (2) the Reportable Crash History Composition column reflects what percentage of the crashes involve the large trucks.

These statistics do not take into account near-misses, or unreported incidents. Nor is there any statistical way to record the negative impact the heavy volume of truck traffic, traveling at high speeds through residential areas, has on the daily lives of the people in these communities.

- Sue Herman stated that many parents along Worthington Mill/ Stoopville/ Lindenhurst Roads drive their children to and from school, rather than risk them getting hit by a truck while waiting at the bus stop. She stated that few children use the Lindenhurst RD bike path provided by the township, because of the close proximity of the speeding trucks.
- Claudia Fontaine, Lindenhurst RD resident, stated that residents are being terrorized on a daily basis by having to pull over, speed up or dodge trucks that are going too fast to stay in their own lane on a curve, or looming up behind them at alarming speeds when they are stopped at an intersection. There is also the ever present danger of a child attempting to cross Lindenhurst RD and a truck not being able to stop in time.*
- Jerry Coyne (BCRTS Project Manager) stated that neither Pennsbury nor Council Rock School Districts nor municipal police departments have records of reported near-misses on the roadways being studied. Residents question why there is no record of the reported near-misses outlined in RRTS's 2/6/04 letter to State Representative David Steil

RE: Regional Traffic Problems

- (1) Request to reject the Stoopville RD Rehabilitation Project
- (2) NEAR MISSES/ ROAD RAGE caused by mismanagement of minor residential collector roads (See Ex. III)

The school districts are aware of the potential for a serious accident along Worthington Mill/ Stoopville/ Lindenhurst Roads, as evidenced by Ex. IV, Communications that focus on the traffic safety crisis and involve Pennsbury School District and the Grey Nun Academy, and Ex. V, Communications that focus on the traffic safety crisis and involve the Council Rock school district.**

- Anne Goren, Newtown Township supervisor, described the April 1999 incident where a loaded quarry truck swerved onto a front lawn to avoid hitting a Council Rock school bus filled with kids that was stopped at the bus stop at the corner of Lindenhurst RD and Amber Drive. She emphasized that it is not just the frequency of potential accidents that we should focus on, but the severity of the potential accidents – that the April 1999 incident could have been catastrophic.

* Consider that, per Ex. II, the Prevailing Traffic Speed on Lindenhurst RD is 48 miles per hour, and a loaded quarry truck weighs 80,000 pounds.

** Some communications are taken from a document entitled Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc.; October, 1971- August 1, 2005.

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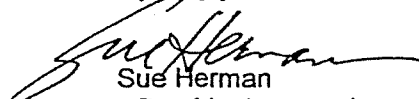
54/189
~~63/35~~

- Pete Palestina, Northampton Township supervisor, stated that when such an accident happens, the insurance company is paying a lot more out.
- Sue Herman, once again, showed RRTS's Traffic Flow Map (Ex. VI) to the RTPTF. She reiterated that there are more than 155 access points, most residential driveways, along the heavily residentially developed route comprised of Worthington Mill/ Stoopville/ Lindenhurst Roads (well in excess of 9,000 residents live along this 9.7 mile circuitous route that ends at the Newtown Bypass, just ¼ mile from I-95). She stated that according to the Institute for Transportation Engineers, "Control of access is among the most influential geometric aspects affecting crash frequency on the highway system."
- Sue Herman stated that residents expect BCRTS final recommendations to provide for safe pedestrian and bicycle travel on the roads, as this is a goal in the DVRPC's 2030 Long Range Plan and the DVRPC's Regional Safety Action Plan.

In a 11/14/02 Yardley News article [RE: LMT Board meeting where supervisors voted unanimously to take back the LMT portion of Lindenhurst RD from the State to expedite better control of traffic], Dr. Bruce Johnson, previous long-time principal of Pennsbury's Quarry Hill Elementary School, was quoted as saying, "We take a chance every day when we put hundreds of kids from Afton, Quarry Hill and the Grey Nun Academy on the buses up there either coming to school or going home. It's just a matter of time. We need to take this issue into our own hands and do what we need to do...we have to take back the road." (Ex. IV, pg. 18) **Please take the time to view the enclosed CD-ROM (Ex. VII) and accompanying commentary (Ex. VIII).** The CD-ROM contains 3 videos entitled Bypassing the Bypass, CBS/KYW 3 Newscast-aired on 6/5/03, and Truck Danger on Worthington Mill Road.*

Now is the time to implement the proposed traffic calming measures along Lindenhurst and Stoopville Roads and follow through on making the Newtown Bypass function optimally by (1) making the lights traffic responsive, with the goal being to move traffic as efficiently as possible and (2) ensuring that the traffic responsive light system is continuously monitored and maintained, to keep the Bypass functioning optimally. These measures are relatively simple and inexpensive, compared to the horrific consequences and possible lawsuits that could occur if they are NOT done. We know the LMT Board of Supervisors and Citizens Traffic Commission do not want this. Please come speak up at the April 26, 2007 Public Open House.

Very truly yours,


Sue Herman
President

X = Signed letter

* The CD-ROM was sent ONLY to Ron Smith (Chairman, LMT Board of Supervisors) and Gary Gilman (Chairman, LMT Citizens Traffic Commission). Over the years, many others receiving this letter have been provided or seen the CD-ROM, as part of RRTS's oral and written testimonies for the Transportation Improvement Program (TIP) or when RRTS has presented it in the public forum.

- 4-12 X Carmine Fiscina, Safety Engineer, Federal Highway Administration
- 4-12 X Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
- 4-12 X Senator Arlen Specter
- 4-12 X Senator Robert Casey, Jr.
- R.R. 4-12 U.S. Congressman Patrick Murphy X
- R.R. 4-11 Governor Ed Rendell X
- 4-12 X State Senator Charles McIlhinney, Jr.
- 4-12 X State Senator Tommy Tomlinson
- ee-4/11 Allen Biehler, Secretary of Transportation X

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- 4-12 X State Transportation Commission c/o Honorable Allen Biehler
- RR 4-11 Richard Hogg, Deputy Secretary for Highway Administration X
- 4-12 X Bill Laubach; PennDOT, Bureau of Highway Safety and Traffic Engineering
- RR 4-11 State Representative David Steijl X
- RR 4-11 State Representative Scott Petri X
- 4-12 X Rina Cutler, District Executive, PennDOT District 6
- 4-12 X DVRPC Board; c/o Joanne Denworth, chair
- RR 4-11 Barry Seymour, Executive Director/DVRPC X
- RR 4-11 Don Shanis, Deputy Executive Director/DVRPC X
- RR 4-11 Jerry Coyne; DVRPC Project Manager-Bucks County Regional Traffic Study X

- 4-12 X Regional Transportation Committee; c/o Catherine Popp-McDonough, chair
- 4-12 X Regional Citizens Committee; c/o Warren Strumpfer, chair
- 4-12 X James Cawley, Bucks County Commissioner
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- 4-12 X Sandra Miller, Bucks County Commissioner
- 4-12 X Lynn Bush, Executive Director, Bucks County Planning Commission

- 4-12 X Bucks HUB Conference TMA *Art, Dave*
- 4-12 X Southeastern Bucks League of Municipalities, c/o Steve Santarsiero
- 4-12 X Regional Traffic Planning Task Force members: Vincent Deon/Northampton Twp, Peter Paolastina/Northampton Twp, Dan Rattigan/Upper Makefield Twp, Bob West/Upper Makefield Twp, Mark Craig/Newtown Boro, Joe Hunter/Yardley Boro, Chris Harding/Yardley Boro, Anne Goran/Newtown Twp, Jerry Schenkman/Newtown Twp, Jane Magna/Wrightstown Twp, Ron Smith/Lower Makefield Twp, Greg Ciola/Lower Makefield Twp.

-12 X

*R.R. 4/11 - see front

- 4-12 X Upper Makefield Township Board of Supervisors
- 4-12 X Newtown Township Board of Supervisors
- 4-12 X Wrightstown Township Board of Supervisors
- 4-12 X Northampton Township Board of Supervisors
- 4-12 X Yardley Borough Council
- 4-12 X Newtown Borough Council
- 4-13 Deb Wachspress
- 4-13 Matt Maloney
- 4-12 Jay Sensibaugh
- 4-13 Dennis Fisher
- 4-13 Mike Gallagher
- Bob Ciervo

- 4-12 Council Rock School Board President, *Patti Sefton*
- 4-12 Council Rock School Superintendent, *Kaitlin*
- 4-12 Pennsbury School Board President, *Greg Lucidi*
- 4-12 Pennsbury School Superintendent, *CEO, Dr. Paul G. G.*

- Associated Press
- Bucks County Courier Times
- Brian Callaway, Intelligencer
- Newtown Advance
- Yardley News
- Philadelphia Inquirer
- Trenton Times
- Trentonian
- Bristol Pilot
- CBS-KYW 3
- Channel 6
- Channel 10
- Fox News

VW
FF

- 4-12 X Concerned Residents of Newtown, c/o Jen Dix
- 4-13 R.R.T.S. Membership (mass e-mail)

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56/189

Available at 5/16/07 RRC meeting
Ex. 19

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks5@aol.com

Mr. Jerry Coyne
Project Manager for the Bucks County Regional Traffic Study
Delaware Valley Regional Planning Commission (DVRPC)
190 N. Independence Mall West
Philadelphia, PA 19106-1520

April 26, 2007

RE: Public Open House for the Bucks County Regional Traffic Study (BCRTS)
Submission of Concerns

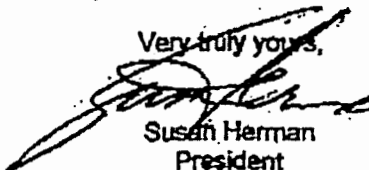
Dear Mr. Coyne,

Thank you for the opportunity to submit our concerns to you this evening regarding the BCRTS you are conducting for the Regional Traffic Planning Task Force. On behalf of the residents we represent, Residents for Regional Traffic Solutions, Inc. (RRTS) is submitting two (2) items to you that concisely and clearly outline the volatile public safety issue that exists on Lindenhurst, Stoopville and Worthington Mill Roads:

- (1) 03/30/07 35-page letter from RRTS to Lower Makefield Township (LMT) Board of Supervisors and LMT Citizens Traffic Commission
RE: Request your attendance at the [4/26/07] DVRPC Public Open House for the Bucks County Regional Traffic Study. (Exhibit A)
- (2) 13 minute long CD-ROM that contains 3 videos entitled Bypassing the Bypass, CBS/KYW 3 Newscast- aired on 6/5/03, and Truck Danger on Worthington Mill Road. (Exhibit B)

The serious safety concerns expressed and shown in these items MUST be addressed by the Bucks County Regional Traffic Study. NOW is the time to implement the proposed traffic calming measures along Lindenhurst and Stoopville Roads and follow through on making the Newtown Bypass function optimally by (1) making the lights traffic responsive, with the goal being to move traffic as efficiently as possible and (2) ensuring that the traffic responsive light system is continuously monitored and maintained, to keep the Bypass functioning optimally. These measures are relatively simple and inexpensive, compared to the horrific consequences and possible lawsuits that could occur if they are NOT done.

Very truly yours,


Susan Herman
President

Cc: Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Robert Casey, Jr.

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U.S. Congressman Patrick Murphy
 Governor Ed Rendell
 State Senator Charles Melhimicy, Jr.
 State Senator Tommy Tomlinson
 Allen Biehler, Secretary of Transportation
 State Transportation Commission c/o Honorable Allen Biehler
 Richard Hogg, Deputy Secretary for Highway Administration
 Bill Laubach; PennDOT, Bureau of Highway Safety and Traffic Engineering
 State Representative David Stal
 State Representative Scott Petri
 Rina Cutler, District Executive, PennDOT District 6
 DVRPC Board; c/o Joanne Deworth, chair
 Barry Seymour, Executive Director/DVRPC
 Don Shanis, Deputy Executive Director/DVRPC
 Regional Transportation Committee; c/o Catherine Popp-McDonough, chair
 Regional Citizens Committee; c/o Warren Strumpfer, chair
 James Cawley, Bucks County Commissioner
 Charles Martin, Bucks County Commissioner
 Sandra Miller, Bucks County Commissioner
 Lynn Bush, Executive Director, Bucks County Planning Commission
 Southeastern Bucks League of Municipalities, c/o Steve Santarsiero
 Regional Traffic Planning Task Force members: Vincent Deon /Northampton Twp, Peter Palestina/Northampton
 Twp, Dan Rattigan/Upper Makefield Twp, Bob West/Upper Makefield Twp, Mark Craig/ Newtown Boro, Joe
 Hunter/Yardley Boro, Chris Harding/Yardley Boro,
 Anne Gorea/Newtown Twp, Jerry Schenkman/Newtown Twp., Jane Magne/Wrightstown Twp; Ron Smith/Lower
 Makefield Twp, Greg Ciola/Lower Makefield Twp.
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 Concerned Residents of Newtown, c/o Jen Dix
 Lower Makefield Township Citizens Traffic Commission
 R.R.T.S. Membership (mass e-mail)

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks5@aol.com

Lower Makefield Township Citizens Traffic Commission
c/o Gary Gilman, Chairman
1100 Edgewood Road
Yardley, PA 19067

May 21, 2007

RE: Traffic Safety Concerns on Lindenhurst Road and Stoopville Road

Dear Mr. Gilman, Ms. Torbert, Mr. Weaner, Mr. Cohn, Ms. Herman, Mr. Davino, Mr. McClish, Mr. Dixon, Ms. Sherk and Mr. Santarsiero,

Thank you for the opportunity to come before you this evening. On behalf of the residents we represent, Residents for Regional Traffic Solutions, Inc., also known as RRTS, is submitting this document to you - it explains the hazardous traffic conditions that exist on Lindenhurst and Stoopville Roads. The majority of Lindenhurst RD, with the exception of the intersections at both ends, lies within Lower Makefield Township (LMT), as does a small portion of the southern end of Stoopville RD.

As you know, it has been an ongoing battle for residents to improve traffic safety on Lindenhurst and Stoopville Roads. Over the years, we have observed a relentless pressure in the region to upgrade these roads from the current Functional Classification of "collector road" to the Functional Classification of "arterial highway". As we speak, PennDOT District 6 is in the "stall-mode" on the Lindenhurst Road Traffic Calming Project, Phase I - refusing to grant LMT the Highway Occupancy Permit needed to begin construction. **There is no excuse. Residents question whether - once again - there is political interference above the level of Board of Supervisors, designed to thwart efforts to calm traffic on Lindenhurst RD.**

Residents wonder whether Lindenhurst Traffic Calming is being intentionally held up, pending the promised end-June recommendations from State Representative Dave Steil's Regional Traffic Planning Task Force (RTPTF). We wonder whether Representative Steil's RTPTF will have the audacity to recommend AGAINST traffic calming on Lindenhurst, a heavily residentially developed road with an inordinately high volume of truck traffic. Truckers and other traffic developed the bad habit of using Lindenhurst Road to literally bypass the ill-functioning Newtown Bypass, en route to I-95. Lindenhurst is part of a 9.7 mile circuitous residential route that has in excess of 9,000 residents living along it and more than 155 access points, most residential driveways. **Per the Delaware Valley Regional Planning Commission (DVRPC), the "Prevailing Traffic Speed" on Lindenhurst Road is an insane 48 miles per hour!***

* This data was taken from a spreadsheet titled Engineering and Traffic Study Elements Summary Matrix- Revised 3/12/2007. Jay Roth, engineer consultant to the DVRPC, presented this spreadsheet publicly at the 3/29/07 meeting of the Regional Traffic Planning Task Force.

We are submitting five (5) items that outline our volatile public safety issue and the work residents and RRTS have done in an effort to improve conditions. The items also provide a history of mismanagement of roadways in the region. Included are:

- 04/26/07 Letter from RRTS to Jerry Coyne, DVRPC Project Manager for the Bucks County Regional Traffic Study RE: **Public Open House for the Bucks County Regional Traffic Study (BCRTS), Submission of Concerns**
- 04/26/07 10-page Bucks County Regional Traffic Study Sign-In Sheet for the 04/26/07 Public Open House (copy provided by Jerry Coyne, DVRPC)
- 04/26/07 58 pages of citizen surveys filled out at the 04/26/07 Public Open House for the Bucks County Regional Traffic Study (copies provided by Jerry Coyne, DVRPC)
- 01/17/07 Letter from RRTS to Jerry Coyne, DVRPC Project Manager for the Bucks County Regional Traffic Study RE: **Public Open House for the Bucks County Regional Traffic Study, Submission of Concerns**
- 1971- 08/30/06 28-page document titled Timeline of Truck Traffic Issues in the Central Bucks County Area, compiled by Residents for Regional Traffic Solutions, Inc. (RRTS)

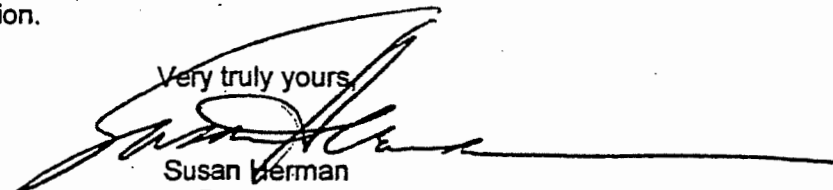
A review of the citizen survey sheets from the 04/26/07 Public Open House shows that the following comment appears time and again:

"Now is the time to implement the proposed traffic calming measures along Lindenhurst and Stoopville Roads and follow through on making the Newtown Bypass function optimally by (1) making the lights traffic responsive, with the goal being to move traffic as efficiently as possible and (2) ensuring that the traffic responsive light system is continuously monitored and maintained, to keep the Bypass functioning optimally. These measures are relatively simple and inexpensive, compared to the horrific consequences and possible lawsuits that could occur if they are NOT done."

We hope you agree that these measures are long overdue and needed to ensure that traffic using Lindenhurst and Stoopville Roads travels in a manner consistent with the residential land use adjacent to them. We hope you can help us restore sanity to traffic conditions along these roads.

Thank you for your consideration.

Very truly yours,



Susan Herman
President

Cc: Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Robert Casey, Jr.

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U.S. Congressman Patrick Murphy
Governor Ed Rendell
State Senator Charles McIlhinney, Jr.
State Senator Tommy Tomlinson
Allen Biehler, Secretary of Transportation
State Transportation Commission c/o Honorable Allen Biehler
Richard Hogg, Deputy Secretary for Highway Administration
Bill Laubach; PennDOT, Bureau of Highway Safety and Traffic Engineering
State Representative David Steil
State Representative Scott Petri
Rina Cutler, District Executive, PennDOT District 6
DVRPC Board; c/o Joanne Denworth, chair
Barry Seymour, Executive Director/DVRPC
Don Shanis, Deputy Executive Director/DVRPC
Jerry Coyne, DVRPC
Regional Transportation Committee; c/o Catherine Popp-McDonough, chair
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Charles Martin, Bucks County Commissioner
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Regional Traffic Planning Task Force members: Vincent Deon/Northampton Twp, Peter Palestina/Northampton Twp, Dan Rattigan/Upper Makefield Twp, Bob West/Upper Makefield Twp, Mark Craig/Newtown Boro, Joe Hunter/Yardley Boro, Chris Harding/Yardley Boro, Anne Goren/Newtown Twp, Jerry Schenkman/Newtown Twp., Jane Magne/Wrightstown Twp, Ron Smith/Lower Makefield Twp, Greg Ciaola/Lower Makefield Twp.
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Bucks County Courier Times
Intelligencer
Newtown Advance
Yardley News
Philadelphia Inquirer
Trenton Times
Trentonian
Bristol Pilot
CBS-KYW 3
Channel 6
Channel 10
Fox News
Concerned Residents of Newtown, c/o Jen Dix
R.R.T.S. Membership (mass e-mail)

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks5@aol.com

MEMORANDUM

TO: State Representative David Steil and State Representative Scott Petri
Assemblymen: 31st and 178th Districts, respectively
CHAIRMEN, Regional Traffic Planning Task Force*

Non-Chair members of the Regional Traffic Planning Task Force*

Jerry Coyne
Project Manager for the Bucks County Regional Traffic Study
Delaware Valley Regional Planning Commission (DVRPC)

FROM: Sue Herman
B.S. in Industrial Engineering (Penn State University)
President; Residents for Regional Traffic Solutions, Inc. (RRTS)

May 30, 2007

**RE: Reiterate Necessity for Traffic Calming on Lindenhurst/ Stoopville Roads;
5/30/07 Regional Traffic Planning Task Force Meeting.**

Dear State Representative Steil, State Representative Petri, Mrs. Goren, Mrs. Magne, and Messrs. Deon, Palestina, Rattigan, West, Craig, Hunter, Harding, Schenkman, Smith, Caiola and Coyne,

Tonight we reiterate that residents expect the Bucks County Regional Traffic Study (BCRTS) and Regional Traffic Planning Task Force (RTPTF) to recommend that Traffic Calming be implemented immediately on heavily residentially-developed Lindenhurst and Stoopville Roads.

As you are well aware, there is a volatile public safety issue on these minor residential Collector Roads. The spreadsheet in Exhibit I (titled Engineering and Traffic Study Elements, Summary Matrix - Revised 3/12/2007, presented by DVRPC's engineer consultant at the 3/29/07 RTPTF meeting) states that the "Prevailing Traffic Speed" on Lindenhurst and Stoopville Roads is 48 miles per hour and 53 miles per hour, respectively. These unacceptably high speeds **must** be lowered, especially in light of the inordinately high volume of truck traffic in our region from the four (4) Swamp Road quarries.**

***Regional Traffic Planning Task Force: Chairmen :** State Rep. David Steil, State Rep. Scott Petri **Members:** Vincent Deon & Peter Palestina/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp, Mark Craig/ Newtown Borough, Joe Hunter & Chris Harding/Yardley Borough; Anne Goren & Jerry Schenkman/Newtown Twp, Jane Magne/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield Twp.

**See Ex. II, RRTS Traffic Flow Map and Lower Makefield Township letter RE: Quarry Truck Routes

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Pg 1/34

- You are aware of the all too frequent near-misses between school buses, school children and quarry trucks on Lindenhurst and Stoopville Roads.
(See Ex. III, 2/6/04 letter from RRTS to Representative Steil RE: Regional Traffic Problems: Request to reject the Stoopville RD Rehabilitation Project; NEAR MISSES/ ROAD RAGE caused by mismanagement of minor residential collector roads)
- You are aware of the bus driver's Letter to the Editor that ran in the Bucks County Courier Times, a bone-chilling letter accurately describing the volatile conditions that persist on Lindenhurst Road today. (See Ex. IV)
- The school districts are aware of the potential for a serious accident along Worthington Mill, Stoopville and Lindenhurst Roads.
(See Ex. V, Communications that focus on the traffic safety crisis and involve Pennsbury School District and the Grey Nun Academy, and Ex. VI, Communications that focus on the traffic safety crisis and involve the Council Rock School District.*)

In addition to the correspondence in Exhibits V and VI, superintendents and school board presidents have received numerous more-current written communications from RRTS and oral testimony delivered in the public forum.

- You are aware of the enclosed CD-ROM which contains 3 videos titled Bypassing the Bypass, CBS/KYW 3 Newscast (aired on 6/5/03), and Truck Danger on Worthington Mill Road. We showed the RTPTF the abridged version of the Bypassing the Bypass video at its 11/29/04 meeting. We have shown the abridged version to DVRPC staff and provided them with the full CD-ROM on numerous occasions, as part of testimony for the Transportation Improvement Program.
- You are aware that...
 - ...many parents drive their children to and from school, rather than risk them getting hit by a truck while waiting at the bus stop.
 - ...few people walk or bike on the Lindenhurst Road bike path provided by the township, because of the close proximity of speeding trucks.
 - ...no one walks or bikes along Stoopville Road because of the close proximity of speeding trucks.
 - ...residents are being terrorized on a daily basis.

We hope you will reread this letter and view the accompanying CD-ROM in its entirety, so there is no mistaking why it is only a matter of time before a horrific accident occurs on Lindenhurst or Stoopville Roads. This letter, the CD-ROM (Ex. VII) and CD-ROM Commentary (Ex. VIII) have been mailed to each of you via Certified Mail with a Return Receipt.

We want you to know that residents will no longer tolerate being terrorized on a daily basis, nor will we tolerate Lindenhurst or Stoopville Roads being upgraded to a higher Functional Classification – an apparent longstanding, self-interested, political agenda for many in the region. Residents are ready and willing to work at every level, up to and including the Federal government, in order to obtain the desperately-needed Traffic Calming for these roads. We hold our Metropolitan Planning Organization (DVRPC), elected officials and governmental agencies accountable to meet the highest standards of all existing regulations and policies.

*Some communications are taken from a document entitled Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc.; October, 1971- August 1, 2005.

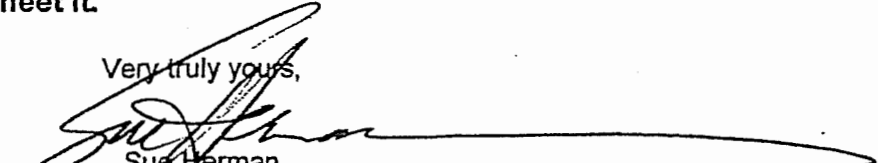
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YOU have an obligation to ensure that traffic on Lindenhurst and Stoopville Roads travels in a manner consistent with the residential land use adjacent to these roads.* WE hope you will meet it.

Very truly yours,



Sue Herman
President

* Lindenhurst and Stoopville Roads are part of a 9.7 mile circuitous residential route that literally bypasses the Newtown Bypass. This residential route has well in excess of 9,000 residents living along it and more than 155 access points, most residential driveways.

Cc: Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Robert Casey, Jr.
U.S. Congressman Patrick Murphy
Governor Ed Rendell
State Senator Charles McIlhinney, Jr.
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Concerned Residents of Newtown, c/o Jen Dix
R.R.T.S. Membership (mass e-mail)

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Pg 3/34

PO number
Ex 9/19/07 for delivery by 10 AM on
9/20/07.

Ex. 22

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks5@aol.com

Mr. Jerry Coyne
Project Manager for the Bucks County Regional Traffic Study
Delaware Valley Regional Planning Commission
190 N. Independence Mall West
Philadelphia, PA 19106-1520

September 19, 2007

**RE: Bucks County Regional Traffic Study – June 2007 Draft
Submission of Concerns / Recommendations for Changes**

Dear Mr. Coyne,

SUMMARY

As you know, Residents for Regional Traffic Solutions, Inc. (RTS) is a regional citizens group with members from Lower Makefield, Upper Makefield, Newtown, Wrightstown, and Northampton Townships. The organization represents well in excess of three thousand (3,000) households.

A major issue residents have with the Bucks County Regional Traffic Study- June 2007 Draft (BCRTS), is that there is no consideration/ mention of either the municipality or the recent citizen's surveys results about growth, slow versus fast. Residents want to preserve the current character of Bucks County, not facilitate future growth.

This key ingredient is noticeably absent. Yet this guiding direction should have been and deserved to be first consideration. It, along with safety, should have shaped the recommendations.

Instead, future requirements were projected based on past activities, as if there would / should be no change.

Residents ask that the Regional Traffic Planning Task Force (RTPTF) include in the BCRTS the explicit recognition of the unique and priceless open space character of Bucks County, of the need to preserve that open space, and to minimize the impact of any roadway recommendation on that most valuable resource.

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4/26

CONCERNS AND RECOMMENDATIONS FOR CHANGES, LISTED BY CHAPTER NUMBER AND TITLE

CHAPTER 1: INTRODUCTION

- Add a section to the "BACKGROUND AND PURPOSE SECTION" on page 1-1 of the BCRTS titled "Project Scope".

We ask that the Regional Traffic Planning Task Force (RTPTF) support preservation of the open space Land Use of Bucks County by including a statement to that effect within this new "Project Scope" section. The statement should include the explicit recognition of the unique and priceless open space character of Bucks County, of the need to preserve that open space, and to minimize the impact of any roadway recommendation on that most valuable resource.

- Add a section to the "BACKGROUND AND PURPOSE SECTION" on page 1-1 of the BCRTS that is titled "Each Municipality's Position on Growth". Sub-sections within this section should include:

(a.) "What is the vision that each municipality has for its future?"

Does the municipality want to conserve the character of the area – as suggested by separate surveys? OR are they actively promoting rapid population and business growth as soon as possible?

(b.) "How does each municipality's vision of its future mesh with the BCRTS?"

(c.) "What is the vision citizens have for the future of the study area?"

State that, as per citizens' surveys, residents' vision/ desire is for preservation of the open space Land Use of Bucks County and to avoid the creation of any new or expanded traffic corridor within central Bucks County. Residents desire to preserve the residential (collector) roads within the study by implementing traffic calming solutions; they should not be upgraded for higher volume thoroughfare access. Also state that, as per citizens' surveys, there is a need to reclassify downward to collector roads, those roads (or portions of roads) that have been mistakenly classified as arterial, so as to reflect the residential nature of the roads.

(See Attachment I, Excerpts from the DVRPC's 12/05 document titled TRAFFIC TAMING: Context-Sensitive Solutions in the DVRPC Region)

CHAPTER 2: PLANNING ACTIVITIES

- Add page 2.1.07 of PennDOT's Design Manual #2, a Table titled "Functional Classification System Service Characteristics" to the "Transportation Facilities and Improvement Programs" section on page 2-5.
- Add PennDOT's most recent functional classification map for Bucks County to the "Transportation Facilities and Improvement Programs" section on page 2-5.

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CHAPTER 3: WRIGHTSTOWN QUARRIES REPORT

Regarding consideration of hauling stone by rail: Determine whether reality would match citizens'/ politicians' perceptions that this would result in significant deterioration of Quality of Life. Visit the Short Line Railroad in Reading, PA that is already profitably hauling stone to South Jersey and back hauling sand. Look into the cost of adding a short rail spur, to reduce the number of very heavy and large quarry trucks on our rural roads. The BCRTS should recommend continued study of the possibility of using rail to move freight throughout this area of the region.

CHAPTER 5: TRAFFIC ENGINEERING & SAFETY STUDIES Summary Report

- In Chapter 5, a section titled "**Recommendations vs. Municipal Goals & Objectives**" should be added to the summary for each Key Roadway.

Recommended Improvements for each Key Roadway should be compared to the Land Use and Transportation Planning goals & objectives of the Municipal Comprehensive Plans for consistency. The findings of the comparison should be stated.

- Residents oppose the layout for the Stoopville/Washington Crossing RDS intersection on Page 5-21 (Figure 5-3). We are not in opposition to Roundabouts as a whole, but the strategic & peculiar positioning of THIS Roundabout provides the exact alignment needed for a **Northern Bypass** via Stoopville RD, as stated on page 81 of the DVRPC's 1988 Newtown Township Traffic Study. Page 81 of the 1988 Study states,

"Realign Washington Crossing Road to form a perpendicular intersection with Stoopville Road. To affect a northern bypass via Stoopville Road, it is vital to realign this intersection."

- Why is our Metropolitan Planning Organization recommending that the continuous alignment of Arterial Highway SR 532 (Washington Crossing Road) be compromised to create an alignment for Stoopville Road and SR 532? This opposes the principles of highway planning. The main route is supposed to be the easiest, straightest route.
- We recommend that several alternatives to Figure 5-3, including a signalized intersection, be evaluated for this intersection to ensure the future layout of this intersection will not adversely affect the character of the roadways and surrounding area.
- The strategic and peculiar placement of the Roundabout in Figure 5-3 exacerbates the serious safety and quality-of-life issues that exist on Stoopville and Lindenhurst Roads, as it will encourage even higher volumes of traffic, especially commercial traffic, to travel these roads at even greater speeds. Today's dangerous conditions have been expressed loudly and clearly FOR YEARS by residents, Lower Makefield Township and Newtown Township -both verbally and in written form. In fact, RRTS raised them at **every** meeting of the Regional Traffic Planning Task Force (RTPTF) during the past three (3) years.

The dangerous conditions were summarized in a 5/30/07 letter from RRTS to State Representatives David Steil/ Scott Petri, Non-Chair Members of the RTPTF, and Jerry Coyne [RE: **Reiterate Necessity for Traffic Calming on Lindenhurst/ Stoopville Roads; 5/30/07 Regional Traffic Planning Task Force Meeting**] that Sue Herman read into the public record at the 5/30/07 RTPTF meeting. It is alarming that the approved minutes for the 5/30/07 RTPTF meeting STILL DO NOT ACCURATELY REFLECT that

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Mrs. Herman read this letter into the public record, even though RTPTF member Ron Smith specifically requested it be reflected in the minutes during the discussion at the 7/31/07 RTPTF meeting where a motion was made to approve the draft minutes of the 5/30/07 RTPTF meeting. There was no dissent to Mr. Smith's request, and the minutes were then approved. RRTS will initiate a letter stating that the 5/30/07 RTPTF minutes do not reflect the changes that were voted upon at the 7/31/07 RTPTF meeting and request immediate correction of same.

The letter can be found in its entirety in Attachment II, which begins on the next page.

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68/189
H/06

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks5@aol.com

MEMORANDUM

TO: State Representative David Steil and State Representative Scott Petri
Assemblymen: 31st and 178th Districts, respectively
CHAIRMEN, Regional Traffic Planning Task Force*

Non-Chair members of the Regional Traffic Planning Task Force*

Jerry Coyne

Project Manager for the Bucks County Regional Traffic Study
Delaware Valley Regional Planning Commission (DVRPC)

FROM: Sue Herman

B.S. in Industrial Engineering (Penn State University)
President; Residents for Regional Traffic Solutions, Inc. (RRTS)

May 30, 2007

**RE: Reiterate Necessity for Traffic Calming on Lindenhurst/ Stoopville Roads;
5/30/07 Regional Traffic Planning Task Force Meeting**

Dear State Representative Steil, State Representative Petri, Mrs. Goren, Mrs. Magne, and Messrs. Deon, Palestina, Rattigan, West, Craig, Hunter, Harding, Schenkman, Smith, Caiola and Coyne,

Tonight we reiterate that residents expect the Bucks County Regional Traffic Study (BCRTS) and Regional Traffic Planning Task Force (RTPTF) to recommend that Traffic Calming be implemented immediately on heavily residentially-developed Lindenhurst and Stoopville Roads.

As you are well aware, there is a volatile public safety issue on these minor residential Collector Roads. The spreadsheet in Exhibit I (titled Engineering and Traffic Study Elements, Summary Matrix - Revised 3/12/2007, presented by DVRPC's engineer consultant at the 3/29/07 RTPTF meeting) states that the "Prevailing Traffic Speed" on Lindenhurst and Stoopville Roads is 48 miles per hour and 53 miles per hour, respectively. These unacceptably high speeds **must** be lowered, especially in light of the inordinately high volume of truck traffic in our region from the four (4) Swamp Road quarries.**

***Regional Traffic Planning Task Force:** Chairmen : State Rep. David Steil, State Rep. Scott Petri **Members:** Vincent Deon & Peter Palestina/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp, Mark Craig/ Newtown Borough, Joe Hunter & Chris Harding/Yardley Borough, Anne Goren & Jerry Schenkman/Newtown Twp, Jane Magne/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield Twp.

**See Ex. II, RRTS Traffic Flow Map and Lower Makefield Township letter RE: Quarry Truck Routes

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- You are aware of the all too frequent near-misses between school buses, school children and quarry trucks on Lindenhurst and Stoopville Roads.
(See Ex. III, 2/6/04 letter from RRTS to Representative Steil RE: Regional Traffic Problems: Request to reject the Stoopville RD Rehabilitation Project; NEAR MISSES/ ROAD RAGE caused by mismanagement of minor residential collector roads)
- You are aware of the bus driver's Letter to the Editor that ran in the Bucks County Courier Times, a bone-chilling letter accurately describing the volatile conditions that persist on Lindenhurst Road today. (See Ex. IV)
- The school districts are aware of the potential for a serious accident along Worthington Mill, Stoopville and Lindenhurst Roads.
(See Ex. V, Communications that focus on the traffic safety crisis and involve Pennsbury School District and the Grey Nun Academy, and Ex. VI, Communications that focus on the traffic safety crisis and involve the Council Rock School District.*)

In addition to the correspondence in Exhibits V and VI, superintendents and school board presidents have received numerous more-current written communications from RRTS and oral testimony delivered in the public forum.

- You are aware of the enclosed CD-ROM which contains 3 videos titled Bypassing the Bypass, CBS/KYW 3 Newscast (aired on 6/5/03), and Truck Danger on Worthington Mill Road. We showed the RTPTF the abridged version of the Bypassing the Bypass video at its 11/29/04 meeting. We have shown the abridged version to DVRPC staff and provided them with the full CD-ROM on numerous occasions, as part of testimony for the Transportation Improvement Program.
- You are aware that...
 - ...many parents drive their children to and from school, rather than risk them getting hit by a truck while waiting at the bus stop.
 - ...few people walk or bike on the Lindenhurst Road bike path provided by the township, because of the close proximity of speeding trucks.
 - ...no one walks or bikes along Stoopville Road because of the close proximity of speeding trucks.
 - ...residents are being terrorized on a daily basis.

We hope you will reread this letter and view the accompanying CD-ROM in its entirety, so there is no mistaking why it is only a matter of time before a horrific accident occurs on Lindenhurst or Stoopville Roads. This letter, the CD-ROM (Ex. VII) and CD-ROM Commentary (Ex. VIII) have been mailed to each of you via Certified Mail with a Return Receipt.

We want you to know that residents will no longer tolerate being terrorized on a daily basis, nor will we tolerate Lindenhurst or Stoopville Roads being upgraded to a higher Functional Classification – an apparent longstanding, self-interested, political agenda for many in the region. Residents are ready and willing to work at every level, up to and including the Federal government, in order to obtain the desperately-needed Traffic Calming for these roads. We hold our Metropolitan Planning Organization (DVRPC), elected officials and governmental agencies accountable to meet the highest standards of all existing regulations and policies.

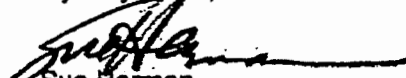
*Some communications are taken from a document entitled Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc.; October, 1971- August 1, 2005.

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YOU have an obligation to ensure that traffic on Lindenhurst and Stoopville Roads travels in a manner consistent with the residential land use adjacent to these roads.* WE hope you will meet it.

Very truly yours,


Sue Herman
President

* Lindenhurst and Stoopville Roads are part of a 9.7 mile circuitous residential route that literally bypasses the Newtown Bypass. This residential route has well in excess of 9,000 residents living along it and more than 155 access points, most residential driveways.

Cc: Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Robert Casey, Jr.
U.S. Congressman Patrick Murphy
Governor Ed Rendell
State Senator Charles McIlhinney, Jr.
State Senator Tommy Tomlinson
Allen Biehler, Secretary of Transportation
State Transportation Commission c/o Honorable Allen Biehler
Richard Hogg, Deputy Secretary for Highway Administration
Bill Laubach; PennDOT, Bureau of Highway Safety and Traffic Engineering
Rina Cutler; District Executive, PennDOT District 6
DVRPC Board; c/o Joanne Denworth, chair
Barry Seymour, Executive Director/DVRPC
Don Shanis, Deputy Executive Director/DVRPC
Regional Transportation Committee; c/o Catherine Popp-McDonough, chair
Regional Citizens Committee; c/o Warren Strumpfer, chair
James Cawley, Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Sandra Miller, Bucks County Commissioner
Lynn Bush, Executive Director, Bucks County Planning Commission
Southeastern Bucks League of Municipalities, c/o Steve Santarsiero
Lower Makefield Township Board of Supervisors
Upper Makefield Township Board of Supervisors
Newtown Township Board of Supervisors
Wrightstown Township Board of Supervisors
Northampton Township Board of Supervisors
Yardley Borough Council
Newtown Borough Council
Council Rock School Board President and Council Rock School Superintendent
Pennsbury School Board President and Pennsbury School Superintendent
Lower Makefield Township Citizens Traffic Commission
Associated Press
Bucks County Courier Times and Intelligencer
Newtown Advance and Yardley News
Philadelphia Inquirer
Trenton Times
Trentonian
Bristol Pilot
CBS-KYW 3
Channel 6
Channel 10
Fox News
Concerned Residents of Newtown, c/o Jen Dix
R.R.T.S. Membership (mass e-mail)

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CHAPTER 5: TRAFFIC ENGINEERING & SAFETY STUDIES Summary Report (CONT.)

- Creating a Northern Bypass (or implementing one additional step of it) along Stoopville and Lindenhurst Roads is in direct opposition to:
 - (a)... desperately- needed traffic calming.
 - (b)... **Context Sensitive Solutions and Complete Streets** policies
 - (c)... Keystone Principles for Growth, Investment and Resource Conservation announced by Governor Rendell's office in a press release dated 10/24/05. These principles support following the region's Comprehensive Master Plan which, for decades, has shown heavily residentially- developed Stoopville RD as a Collector Road.
- Add the DVRPC spreadsheet titled Engineering and Traffic Study Elements, Summary Matrix – Revised 3/12/2007 to Chapter 5. This is an informative and easy-to-understand document.
- **Page 85 states,**
"The Lindenhurst Road serves as a collector between the Newtown Bypass and Washington Crossing Road. Although classified as a collector, the Lindenhurst Road Corridor, in conjunction with the Stoopville Road Corridor, has historically served as an alternate route to the Newtown Bypass for traffic traveling northwest of Newtown Borough."

Page 88 states,

"The Stoopville Road Corridor serves as a collector between Durham Road and Washington Crossing Road. Although classified as a collector, the Stoopville Road Corridor, in conjunction with the Lindenhurst Road Corridor, has historically served as an alternate route to the Newtown Bypass for traffic traveling northwest of Newtown Borough."

BOTH of these statements should be revised to state that "Traffic uses Lindenhurst and Stoopville Roads as an alternate route to the Newtown Bypass, because the Bypass, and the arterial highways leading to it, have been neglected and kept ill-functioning." THIS WOULD REFLECT REALITY.

The DVRPC should include language on pages 85 and 88 that explains WHY traffic uses Lindenhurst and Stoopville RDS as an alternate route to the Newtown Bypass. It has been well documented that...

- (a) ...the dangerous mix of traffic barreling down Lindenhurst/ Stoopville Roads, chooses this residential route as a cut-through to get to I-95 in order to bypass the ill-functioning Newtown Bypass and its eleven (11) untimed traffic signals.
- (b) ...the segment of Arterial Highway Swamp RD between the Swamp RD quarries and the Newtown Bypass was restricted to loaded (80,000-pound) quarry trucks for over thirty (30) years. At one of the breakfasts he hosted at Goodnoe's restaurant, even State Representative Dave Steil publicly referred to the historical pattern of individual culvert or bridge load downgrading at different times on this segment of Swamp Road. The result of this pattern of repairing one culvert on Swamp Road and downgrading the culvert south of it, was that heavy commercial traffic was **diverted** to heavily residentially- developed Worthington Mill, Stoopville and Lindenhurst Roads for over thirty (30) years. It took the tireless efforts of residents and RRTS to finally get ALL Swamp Road culverts upgraded and the road opened to ALL traffic.
- (c)...the arterial highways leading to the Newtown Bypass have been neglected.

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CHAPT. 5 (CONT.)

- Quarry truck drivers have repeatedly stated that that they would much prefer to use the safer and most appropriate highway for commercial/ industrial vehicles; that is, the 4-lane, limited access Newtown Bypass (built with \$23,000,000 taxpayer dollars). **BUT ...hitting virtually every traffic light RED virtually every trip, continues to be an incredibly effective deterrent for these heavy vehicles, where the drivers are paid by the load.**
- On other comparable highways, over time, underpasses and overpasses are constructed to relieve congestion and improve mobility. This was strongly recommended for the Newtown Bypass by the Traffic Advisory Committee (TAC), as per the meeting minutes from 1990 – 1992. Where is the BCRTS recommending that this be done? Shouldn't this be on the Twelve Year Plan for high volume intersections on the Newtown Bypass?
- Residents ask that Lower Makefield Township and Newtown Township jointly develop a pro-active strategy for management of the Newtown Bypass, with the goal being to **ENSURE THAT IT OPERATES OPTIMALLY AT ALL TIMES. Only then, can we proudly refer to it as the "centerpiece to the study area's highway network", as stated by the DVRPC on page 9 of the BCRTS.**
- We believe the Functional Classification for Lindenhurst Road is incorrect on page 85. The DVRPC says that it is an **Urban Major Collector**. The Bucks County Federal Functional Class Map that RRTS has (GIS, Department of Transportation, Commonwealth of Pennsylvania) says that Lindenhurst Road is an **Urban Collector**.
- Page 85 states,
"Original and Successor Projects
There are no known original and successor transportation studies and/or engineering/construction efforts along this corridor."
THIS NEEDS TO BE REVISED TO REFLECT THAT CONSTRUCTION OF LINDENHURST ROAD TRAFFIC CALMING HAS BEGUN.
- Page 85 states,
"Concurrent Projects
Lindenhurst Road Traffic Calming Improvements – in Lower Makefield is currently in the engineering phase by the Township and includes various traffic safety measures including raised median islands, textured crosswalks, striping, signing, and turn lanes."
THIS NEEDS TO BE REVISED TO REFLECT THAT CONSTRUCTION OF LINDENHURST ROAD TRAFFIC CALMING HAS BEGUN.
- Page 86 states,
"Summary of Adverse Conditions
Based on field views, meeting discussions, and existing and future analyses, adverse conditions include: quarry trucks, roadway alignment, and traffic congestion at the Newtown Bypass."

What roadway alignment issues were cited? The above statement contradicts the DVRPC's statement on page 85 that says this about Lindenhurst Road: "The study corridor generally runs in a north-south direction with little to no sharp curves or steep grades." **Also, see our explanation as to why Lindenhurst gets such high volumes of traffic from the Newtown Bypass.**

- **WE OPPOSE THE DVRPC's RECOMMENDED LONG-TERM IMPROVEMENT FOR LINDENHURST ROAD ON PAGE 87.** The DVRPC recommends straightening the curve along the southern section of Lindenhurst Road (Newtown Township). We believe this curve provides much-needed traffic calming and that taking it out will lead to a higher

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design speed. We also believe that removing this curve will pave the way for the Northern Bypass.

- We believe the Functional Classification for Stoopville Road is incorrect on page 88. The DVRPC says it is an **Urban Major Collector**. The Bucks County Federal Functional Class Map that RRTS has (GIS, Department of Transportation, Commonwealth of Pennsylvania) says that Stoopville Road is an **Urban Collector**.
- Page 89 of the BCRTS states, **"Summary of Adverse Conditions**
Based on field views, meeting discussions, and existing and future analyses, adverse conditions include: quarry trucks, roadway alignment at Stoopville Road and Worthington Mill/ Wrightstown Roads, traffic volumes from the Newtown Bypass to Stoopville Road, and traffic congestion from Penns Park Road to Township Line Road."

Is this a recommendation to align Stoopville Road with Worthington Mill Road? **WE OPPOSE THIS, AS IT WOULD BE ANOTHER INCREMENTAL, FUNCTIONAL STEP TO IMPLEMENTATION OF THE NORTHERN BYPASS.**

Also, see our explanation as to why Stoopville gets such high traffic volumes from the Newtown Bypass.

- Page 89 states, **"Summary of Adverse Conditions**
Traffic speeds were observed to be above the posted speed limit on Stoopville Road through a radar speed study near Eagle Road, but there is insufficient crash data (including majority of crashes related to excessive speed and crash rate greater than recent high-crash rate table) to warrant a lower speed limit on Stoopville Road in accordance with Department Publication 212, especially from the mid-block between Rosefield Drive and Eagleton Farms Road/ Hemlock Drive to Washington Crossing Road for consistency of 40 MPH across the entire roadway."

We don't understand what this says. All we know is that a young man was recently killed on this road, the **Prevailing Traffic Speed is 53 mph** (per the aforementioned DVRPC spread sheet. Was this speed obtained near the 4-way flashing red light at Eagle Road, meaning that the speeds elsewhere on Stoopville are even higher?), and **residents who live on heavily residentially- developed Stoopville Road don't dare walk or bike along this road for fear of getting killed.** It seems to residents that the DVRPC is not using Context Sensitive Solutions or Complete Streets policies. We ask for an independent, second opinion on this matter by someone outside the "Bucks County Umbrella of Politics".

Over the years, Stoopville Road has been widened and straightened to the point where the 85th percentile speed and the Prevailing Traffic Speed is UNACCEPTABLE, given the adjacent residential land use. This needs to be rectified.

- Please correct the Functional Classification for Newtown Bypass/ Durham Rd./ Washington Crossing Road (SR 0532) on page 58. Per our Bucks County Federal Functional Class Map, this is a Minor Arterial, NOT an Urban Collector.
- Page 138 states, "The Newtown Bypass/ Durham Road/ Washington Crossing Road Corridor serves as part of a key link into New Jersey from Bucks County at Washington Crossing and Newtown."

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CHAPTER 5 (CONT.)

We ask that this statement be removed from the BCRTS. There have been recent articles in the Bucks County Courier Times recommending that a major thoroughfare be put in this vicinity to accommodate traffic from New Jersey. The articles referenced the pending Veterans' Cemetery THAT WE ALL WANT TO HAPPEN.

Residents do not accept politicians' backroom dealings, where they plan to use the Cemetery as the final excuse for making Lindenhurst and Stoopville Roads a MAJOR highway. The official entrance route for the Cemetery should be along Arterial Highways Taylorsville Road and Washington Crossing Roads. The official Cemetery entrance should be off Washington Crossing Road, between historic Dolington Village and Washington Crossing State Park.

Note the letter in Attachment III from Lower Makefield Township (LMT) to Rina Cutler, District Executive-PennDOT District 6, RE: Proposed Veterans Cemetery, Upper Makefield Township, Bucks County. In this letter, LMT "requests it be given the opportunity to provide input on the proposed access for the cemetery, the scope of the traffic impact study, and the design of the HOP. The township believes that all alternatives for primary access should be evaluated."

As stated in our SUMMARY section, residents want to preserve the unique and priceless open space character of Bucks County and minimize the impact of any roadway recommendation on that most valuable resource.

- The DVRPC talks about the PA 413 Access Management Plan on page 138. What is this? What impact will it have on traffic in the region?
- Page 141 states, "Summary of Adverse Conditions Based on field views, meeting discussions, and existing and future analyses, adverse conditions include: quarry trucks, roadway alignment, traffic congestion, and traffic volumes."

What roadway alignment issues were cited? The above statement contradicts the DVRPC's statement on page 138 that says this about the Newtown Bypass/ Durham Road segment and the Washington Crossing Road segment: "There are no sharp curves or steep grades throughout the study limits."

- We recommend that the two Durham Road intersections the DVRPC proposes have major improvements on page 5-25, be evaluated for roundabout retrofit (with certified roundabout software) to determine whether this would be a safer and more efficient treatment for these intersections. Roundabouts would provide more capacity, better Line-of-Site, and be more pedestrian and village friendly and result in better traffic flow and less road rage. The two intersections we are referring to are Durham Road and Wrightstown/Worthington Mill Road intersection and Durham Road, Second Street Pike, and Park Avenue.

CHAPTER 7: RECOMMENDATIONS & IMPLEMENTATION SCHEDULE

- Remove the language on page 7-3 of the BCRTS that suggests that the conditions of the Newtown Bypass have improved since the July 2007 installation of the TSEI project to make the lights traffic responsive. On page 7-3 it states, "The municipalities and operating agencies should advertise success. Where regional improvements have been implemented, traffic benefits should be announced. Quicker, more efficient travel routes and supporting traffic data should be shared

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with motorists and residents to optimize vehicle distribution; decrease vehicles miles traveled and fuel consumption; and reduce emissions. Whether through a dedicated website (and/or existing municipal websites), press releases, etc., inform study area motorists that the Newtown Bypass traffic signal timing plans have been updated and will decrease travel time along the corridor."

This language suggests that travel time has been decreased on the Newtown Bypass. THIS IS NOT THE CASE. Even with the new traffic signal timing plans, the Bypass continues to experience poor operational performance of the eleven (11) traffic signals between Durham Road and I-95. According to many residents, the Bypass is functioning even worse than before the TSEI project went in, and many are resorting to using Lindenhurst and Stoopville Roads to get to their destinations within a reasonable time.

We must not allow anyone to "pull the wool" over residents' eyes. Now is our opportunity to hold all parties accountable to achieve TRUE improvements in traffic flow on the Bypass. We must ensure there is a cessation of the lip service/ touting of false accomplishments regarding the Newtown Bypass, that has plagued our region since 1988.

It is mind boggling as to why these lights are still not timed effectively after almost twenty (20) years since the problem was identified in the DVRPC's 1988 Newtown Township Traffic Study as the regions #1 priority AND fully funded at the time.

It is not enough that the signal coordination project has been implemented. We need it to be evaluated/ debugged/ altered and maintained in a manner that delivers optimal performance over the long haul. Only after optimal performance of the Newtown Bypass has been obtained over the long haul, and travelers have been given time to break the habit of using Lindenhurst and Stoopville Roads as a cut-through en route to I-95, should we proclaim success.

Failure to get the Bypass operating optimally feeds into the apparent desire to construct the Northern Bypass.

FIGURES

- See Figure 2-11, titled "Traffic and Roadway Concerns", on page 2-20. (Attachment IV)

Our issue with this Figure is that there exists the possibility that it was strongly influenced by Task Force members' input during the municipal meetings the DVRPC held. The majority of Regional Traffic Planning Task Force (RTPTF) members at the time the municipal meetings took place, had an apparent history of supporting implementation of the **Northern Bypass**, whether it be through their actions or inaction. And so, we believe, the information in this Figure is "loaded" to support the DVRPC's apparent desire for the **Northern Bypass**.

Some statements from the BCRTS that support our concern can be found on page 2-12:

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"During the summer of 2005, [DVRPC] staff met individually with each municipality. DVRPC requested the meetings, but the invitations were extended by the municipal managers. Typically the meetings were attended by elected representatives from the participating municipality, including, but not limited to the RTPTF members...Materials assembled from the earliest background planning activities were taken to the meetings to spur conversation about: Locations of deficiencies or concerns related to traffic congestion, traffic volumes, and roadway alignment and safety (present or anticipated, and anywhere in or near the study area- i.e., not just the Key Roads and not just within their municipality)..."

- See Figure 2-10, titled "Truck Traffic Pattern Concerns", on page 2-19. (Attachment V)

Our issue with this Figure is that it's misleading and the information in it can be used to facilitate the DVRPC's apparent desire to justify the Northern Bypass.

Given that this Figure is about "Truck Traffic Pattern Concerns", shouldn't it show concern for cut-through truck traffic on Lindenhurst and Stoopville Roads? FOR YEARS, such concern has been well-documented by Lower Makefield Township, Newtown Township, Pennsbury School District, Council Rock School District, Grey Nun Academy, the Regional Citizens Committee (sub-committee of the DVRPC), Homeowners Associations, residents and Residents for Regional Traffic Solutions, Inc.

Lower Makefield Township sought the turnback of Lindenhurst Road so it could more expeditiously calm the dangerous mix of traffic. Lower Makefield and Newtown Townships are actively and aggressively pursuing traffic calming to improve the safety of Lindenhurst and Stoopville Roads, both heavily residentially-developed roads where the dangerous mix of traffic travels at UNACCEPTABLY high speeds. The modes of pedestrian and bicycling are virtually none existent on these roads (even with the township- provided bike path along Lindenhurst) due to the close proximity of speeding trucks.

- See Figure 2-12, titled "Improvements and Quality-of-Life Areas of Concern", on page 2-23. (Attachment VI) Why doesn't this Figure accurately depict the Quality-of-Life Concerns that have been well-documented on Lindenhurst and Stoopville Roads FOR YEARS?

Surely Traffic Safety, Speed of Traffic, Truck Volumes AND Quality of Life should be shown for Lindenhurst and Stoopville Roads. RRTS's written comment alone, submitted at the first public open house, covered every one of these issues.

Refer to Attachment VII, the DVRPC document titled Illustrated Results: Comments received at the BCRTS Public Open House #1 (held January 17, 2007). Figure 1 (titled "Illustration of Broad Challenges, Concerns, Areas & Goals") and Figure 2 (titled "Illustration of Specific Improvements & Ideas) of this document also show that every one of these concerns were expressed by citizens at the January open house. It is alarming that the DVRPC left most of these concerns out in Figure 3 (titled "Most Important Improvements & Quality of Life Issues") of this document. Why were these concerns omitted? Aren't all of these concerns of EQUAL importance?

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FIGURES (CONT.)

We ask the DVRPC to remove this statement from page 2-21 of the BCRTS:
"Of particular interest were comments received at the January open house meeting which sought to gain attendees' insight into: the broad challenges facing the study area, their specific improvement ideas, and their impressions of the most important improvements and quality of life issues in the region."

The DVRPC clearly shows its bias when it states "Of particular interest", when referring to the public comments received at the first open house WHICH WAS NOT HELD AT A NEUTRAL LOCATION. This open house was held at the Bucks County Community College on Swamp Road. Both the community college and the Swamp Road Residents Group are stakeholders of the BCRTS. When first announced at a RTPTF meeting, RRTS publicly protested this suggested non-neutral location, only to be overruled by the RTPTF.

It is important to note the calculated statement on page 2-22 of the BCRTS:
"It is worth noting that, as was the case in the municipal meetings, the public was never guided to limit their observations or suggestions to any particular transportation mode or specific set of facilities (e.g., the Key Roadway network)." Couple this with the Public Comment Form (Attachment IV, page 6) that the DVRPC had available in the back of the room at the first January open house - HELD AT A NON-NEUTRAL LOCATION- and you'll understand why residents believe the BCRTS is not an accurate and objective study and report.

Why weren't the comments received at the second April open house meeting of "particular interest" to the DVRPC? This open house, held in a public school in Lower Makefield that was quite some distance from Lindenhurst Road, was attended by a large number of residents who submitted written comment on the safety crisis on Lindenhurst and Stoopville Roads.

OTHER

- On page 53 the DVRPC makes this statement about Worthington Mill Road: "...trucks do not create a situation where trucks travel at speeds much higher or lower than the rest of traffic." The same is stated for Lindenhurst Road on page 54. On page 55 the DVRPC makes this Statement about Stoopville Road: "...traffic speeds of large trucks are somewhat lower than passenger vehicles, however, large trucks do not create a situation where they negatively impact the flow of traffic or create an undue hazard." **What is the significance of these observations? It seems to residents that the DVRPC is skirting around the fact that it is inherently dangerous to have high volumes of industrial trucks traveling on roads with adjacent heavy residential land use, REGARDLESS of the relationship between the speed of the trucks and other vehicles.**
- Although the study corridors may not meet the PennDOT warrants for the restriction of truck traffic, the study should analyze a way finding or signing plan that encourages regional truck traffic to use the arterial system rather than collector roads such as Lindenhurst and Stoopville Road.

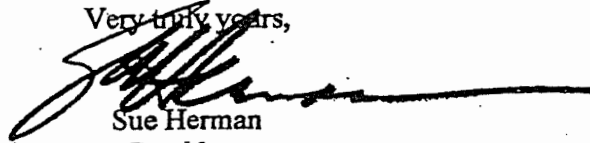
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Thank you for the opportunity to submit public comment on the BCRTS. We look forward to having our concerns and recommendations for changes being given serious consideration.

Very truly yours,



Sue Herman
President

Cc: Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Robert Casey, Jr.
U.S. Congressman Patrick Murphy
Governor Ed Rendell
State Senator Charles McIlhinney, Jr.
State Senator Tommy Tomlinson
Allen Biehler, Secretary of Transportation
State Transportation Commission c/o Honorable Allen Biehler
Richard Hogg, Deputy Secretary for Highway Administration
Bill Laubach; PennDOT, Bureau of Highway Safety and Traffic Engineering
Rina Cutler; District Executive, PennDOT District 6
DVRPC Board; c/o Joanne Denworth, chair
Barry Seymour, Executive Director/DVRPC
Don Shanis, Deputy Executive Director/DVRPC
Regional Transportation Committee; c/o Catherine Popp-McDonough, chair
Regional Citizens Committee; c/o Warren Strumpfer, chair
James Cawley, Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Sandra Miller, Bucks County Commissioner
Lynn Bush, Executive Director, Bucks County Planning Commission
Southeastern Bucks League of Municipalities, c/o Steve Santarsiero
Lower Makefield Township Board of Supervisors
Upper Makefield Township Board of Supervisors
Newtown Township Board of Supervisors
Wrightstown Township Board of Supervisors
Northampton Township Board of Supervisors
Yardley Borough Council
Newtown Borough Council
Council Rock School Board President and Council Rock School Superintendent
Pennsbury School Board President and Pennsbury School Superintendent
Lower Makefield Township Citizens Traffic Commission
Associated Press
Bucks County Courier Times and Intelligencer
Newtown Advance and Yardley News
Philadelphia Inquirer
Trenton Times
Trentonian
Bristol Pilot
CBS-KYW 3
Channel 6
Channel 10
Fox News
Concerned Residents of Newtown, c/o Jen Dix
R.R.T.S. Membership (mass e-mail)
State Representative David Steil
State Representative Scott Petri
Non-Chair Members of the Regional Traffic Planning Task Force

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Oct 2, 7PM

Ex. 23

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285

Newtown, PA 18940

RRTSbuckspa5@aol.com

TO: Upper Makefield Township Planning Commission Members

FROM: Sue Herman
B.S. in Industrial Engineering (Penn State University)
President, Residents for Regional Traffic Solutions, Inc. (RRTS)

September 26, 2007

RE: HOUSING DEVELOPMENTS ASSOCIATED WITH THE VETERANS CEMETERY DEAL;
Request to limit speed on Stoopville RD where substandard distance exists between access points.

Dear Upper Makefield Township Planning Commission Members,

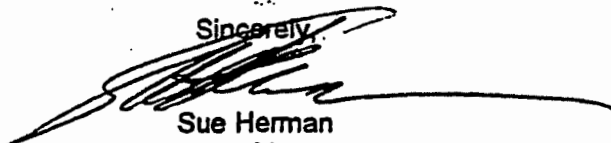
Thank you for the opportunity to speak this evening, during the first public comment period. As president of Residents for Regional Traffic Solutions, Inc. (RRTS), an organization with many current and future citizens that live on Stoopville Road, I respectfully request that you review this letter this evening when reviewing any agenda items associated with the Veterans Cemetery Deal.

RRTS requests that a condition be added to any approvals granted. That condition would be that any road access permit applications to PennDot must include with the application a request for the speed limit reduction of Stoopville Road in the vicinity of the access points, if any substandard distance between access points exist. This would include access distances between parcels in Newtown Township and Upper Makefield Township.

It is imperative that the speed be reduced when access points are located close together. It is a matter of SAFETY.

Thank you, in advance, for your consideration of this matter later this evening.

Sincerely,



Sue Herman
President

Cc: Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Robert Casey, Jr.
U.S. Congressman Patrick Murphy

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Page 1 of 2

Governor Ed Rendell
State Senator Charles McIlhinney, Jr.
State Senator Tommy Tomlinson
State Representative David Steil (Co-chair, Regional Traffic Planning Task Force)
State Representative Scott Petri (Co-chair, Regional Traffic Planning Task Force Task Force)
Non-Chair Members of the Regional Traffic Planning Task Force
Allen Biehler, Secretary of Transportation
State Transportation Commission c/o Honorable Allen Biehler
Richard Hogg, Deputy Secretary for Highway Administration
Bill Laubach; PennDOT, Bureau of Highway Safety and Traffic Engineering
Rina Cutler; District Executive, PennDOT District 6
DVRPC Board; c/o Joanne Denworth, chair
Barry Seymour, Executive Director/DVRPC
Don Shanis, Deputy Executive Director/DVRPC
Regional Transportation Committee; c/o Catherine Popp-McDonough, chair
Regional Citizens Committee; c/o Warren Strumpfer, chair
James Cawley, Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Sandra Miller, Bucks County Commissioner
Lynn Bush, Executive Director, Bucks County Planning Commission
Southeastern Bucks League of Municipalities, c/o Steve Santarsiero
Lower Makefield Township Board of Supervisors
Upper Makefield Township Board of Supervisors
Newtown Township Board of Supervisors
Wrightstown Township Board of Supervisors
Northampton Township Board of Supervisors
Yardley Borough Council
Newtown Borough Council
Jay Sensibaugh
Dennis Fisher
Nancy Crescenzo
Mike Gallagher
Rob Ciervo
Council Rock School Board President and Council Rock School Superintendent
Pennsbury School Board President and Pennsbury School Superintendent
Lower Makefield Township Citizens Traffic Commission
Associated Press
Bucks County Courier Times and Intelligencer
Newtown Advance and Yardley News
Philadelphia Inquirer
Trenton Times
Trentonian
Bristol Pilot
CBS-KYW 3
Channel 6
Channel 10
Fox News
Concerned Residents of Newtown, c/o Jen Dix
R.R.T.S. Membership (mass e-mail)

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R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285

Newtown, PA 18940

RRTSbucks5@aol.com

TO: State Representative David Steil and State Representative Scott Petri
 Assemblymen: 31st and 178th Districts, respectively
 CHAIRMEN, Regional Traffic Planning Task Force

FROM: Sue Herman
 B.S. in Industrial Engineering (Penn State University)
 President, Residents for Regional Traffic Solutions, Inc. (RRTS)

October 11, 2007

RE: Residents' outrage that the 5/30/07 Regional Traffic Planning Task Force meeting minutes are not accurate

Dear State Representatives Steil and Petri,


Residents are outraged that the approved minutes for the 5/30/07 meeting of the Regional Traffic Planning Task Force (RTPTF) do not accurately reflect that Sue Herman, President of RRTS, read a 5/30/07 letter from RRTS **RE: Reiterate Necessity for Traffic Calming on Lindenhurst/ Stoopville Roads; 5/30/07 Regional Traffic Planning Task Force Meeting** into the public record. Ms. Herman specifically requested that this letter (Attachment I) become part of the public record and after reading it, handed it to Bob West who was presiding over the meeting. She asked him to ensure that the secretary (Vicki Haug), who left the meeting early, was given the letter. Ms. Herman then sent a 5/31/07 letter to Ms. Haug via Certified Mail with a Return Receipt that explained what had transpired in her absence at the 5/30/07 RTPTF meeting (Attachment II).

At the beginning of the 7/31/07 RTPTF meeting, a discussion took place regarding approval of the **draft 5/30/07 meeting minutes**. RTPTF member Ron Smith specifically requested that it be added to the minutes that Sue Herman read a 5/30/07 letter from RRTS addressed to the RTPTF and Mr. Coyne, regarding the need for traffic calming on Lindenhurst and Stoopville Roads. There was no dissent to Mr. Smith's request, and the minutes were approved by the RTPTF.

It was alarming to read the **approved 5/30/07 RTPTF meeting minutes** and find that they **DO NOT ACCURATELY REFLECT** that Ms. Herman read the 5/30/07 letter into the public record. **Residents are questioning whether this letter is being intentionally left out of the minutes, whether this is a deliberate attempt to keep others uninformed about the terrorizing daily traffic conditions on Stoopville and Lindenhurst Roads.**

Your constituents demand that you correct the 5/30/07 RTPTF meeting minutes at the next meeting of the RTPTF (scheduled for 10/29/07). It is your duty.

Very truly yours


 Sue Herman
 President

Cc: VA Under Secretary for Memorial Affairs, William Tuerk
 Carmine Fiscina, Safety Engineer, Federal Highway Administration

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Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Robert Casey, Jr.
U.S. Congressman Patrick Murphy
Governor Ed Rendell
State Senator Charles McIlhinney, Jr.
State Senator Tommy Tomlinson
Allen Biehler, Secretary of Transportation
State Transportation Commission c/o Honorable Allen Biehler
Richard Hogg, Deputy Secretary for Highway Administration
Bill Laubach; PennDOT, Bureau of Highway Safety and Traffic Engineering
Rina Cutler, District Executive, PennDOT District 6
DVRPC Board; c/o Jerald Cureton, chair
Barry Seymour, Executive Director/DVRPC
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Southeastern Bucks League of Municipalities, c/o Steve Santarsiero

Lower Makefield Township Board of Supervisors

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Newtown Township Board of Supervisors

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Northampton Township Board of Supervisors

Yardley Borough Council

Newtown Borough Council

Council Rock School Board President

Council Rock School Superintendent

Pennsbury School Board President

Pennsbury School Superintendent

Lower Makefield Township Citizens Traffic Commission

Associated Press

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Newtown Advance and Yardley News

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Trenton Times

Trentonian

Bristol Pilot

CBS-KYW 3

Channel 6

Channel 10

Fox News

Concerned Residents of Newtown, c/o Jen Dix

R.R.T.S. Membership (mass e-mail)

Matt Maloney

Deb Wachspres

Bob Ciervo

Mike Gallagher

Nancy Crescenzo

Dennis Fisher

Jay Sensibaugh

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R.R.T.S.**Residents for Regional Traffic Solutions, Inc.**

PO Box 285
 Newtown, PA 18940
RRTsbuckspa5@aol.com

TO: Barry Seymour; Executive Director, Delaware Valley Regional Planning Commission (DVRPC)
FROM: Sue Herman; President, Residents for Regional Traffic Solutions, Inc. (RRTS).
 B.S. in Industrial Engineering (Penn State University)

December 10, 2007

RE: Residents demand addendum to 10/07 Bucks Co. Regional Traffic Study Final Report

Dear Mr. Seymour,

On behalf of the more than 9,000 residents our citizens watchdog group represents, RRTS implores you to ensure that the DVRPC immediately publishes an addendum to its October 2007 Bucks County Regional Traffic Study Final Report (BCRTS) that includes:

1)... all ORIGINAL written materials from municipalities dated through 10/29/07 relative to the Draft Report of 6/07 and to the Final Report of 10/07. This addendum should be distributed in DVD form and in paper form to all recipients who got the original report in these forms. In addition, the addendum should be posted to the BucksCountyRegionalTrafficStudy.org website. As per my public comment at the 12/6/07 DVRPC Board meeting, **it is not enough that DVRPC post the written materials received from municipalities to only the website** - as you suggested in your response to Warren Strumpfer (Chair of the Regional Citizens Committee/ RCC) when he presented the RCC's resolution asking for an addendum to the BCRTS (Exhibit I, pg. 2). The website is temporary and few will refer to it. In years to come, many will refer to the BCRTS DVD's and BCRTS paper reports distributed by the DVRPC. It is essential that all existing DVD's and paper reports be REPLACED by an amended report that includes the addendum and clearly and overtly explains what the amended report and addendum are all about. All amended DVD's and paper reports should be clearly and overtly labeled so that it is apparent that DVRPC is the author of the BCRTS.

2) ... a disclosure notation that the participating municipalities have not accepted the contents of the report as their preferred solutions and that at the 10/29/07 meeting of the Regional Traffic Planning Task Force (RTPTF), the municipalities could not agree upon how to accept the document - in fact, **the municipalities DID NOT accept the document in its current condition.** Also, include a disclosure notation that at the 10/29/07 meeting of the RTPTF, there were two (2) formal motions that failed. The subject of controversy was whether the content of the 10/07 Bucks County Regional Traffic Study Final Report was acceptable as a "Final Report". **The RTPTF members who were present from Yardley Borough, Newtown Borough, Newtown Township and Lower Makefield Township voted against receiving this report as a "Final Report".***

*RTPTF members present at the 10/29/07 meeting: RTPTF Co-Chairs: State Rep. Dave Steil/ State Rep. Scott Petri
 RTPTF members: Joe Hunter (Yardley Borough), Mark Craig (Newtown Borough), Anne Goren/ Jerry Schenkman (Newtown Twp.), Ron Smith/ Greg Caiola (Lower Makefield Twp.), Pete Palestina/ Vince Deon (Northampton Twp.), Bob West/ Dan Rattigan (Upper Makefield Twp.), Jane Magne (Wrightstown Twp.)
 RTPTF members absent at the 10/29/07 meeting: Chris Harding (Yardley Borough)

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12/1/05

WHY IS IT IMPORTANT TO PUBLISH THIS ADDENDUM?

At the 10/16/07 RCC meeting, you and Don Shanis made a special presentation to the full RCC that was titled "A Discussion of Regional Priorities". In your presentation you stated that, "the DVRPC fiercely protects its reputation as an honest broker". ***In our opinion, the DVRPC's "reputation as an honest broker" is at stake unless a timely, accurate and thorough addendum to the October 2007 Bucks County Regional Traffic Study Final Report is published as outlined on page #1 of this letter.***

With the October 2007 Bucks County Regional Traffic Study Final Report that exists today:

- ...the concerns of the citizenry and municipalities have been ignored.

There is no Appendix that includes the ORIGINAL written materials from the municipalities relative to the 6/07 Draft and the 10/07 Final Report.* The written materials submitted by municipalities were approved by the respective Board of Supervisors/ Councils and represent the sentiments of the citizenry who were actively involved, at every level, during the three (3) years the RTPTF met. Citizens demand that these written materials be included in this report and that they be unedited.

The municipalities were given no time to discuss their serious concerns with the DVRPC or with each other, address disputes, make changes to the Draft BCRTS and review a subsequent revised Draft Report. This is unconscionable and makes a farce of the democratic process.

- ...it appears that \$400,000 (four hundred thousand dollars) of taxpayer's money was squandered on a study where the outcome is what was wanted in the first place.

For their money, citizens expected far more than the "smoke and mirrors" language used in the DVRPC's 10/23/07 cover letter **RE: Bucks County Regional Traffic Study Final Report (October 2007)** that accompanied the BCRTS Final Report delivered to RTPTF members only five days before it was to be voted upon. In the Final Report, the DVRPC ignored the majority of serious concerns expressed by municipalities, yet the propaganda in the cover letter leads the average reader to believe otherwise (see Exhibit V).

On all fronts, there was intense written opposition to the proposed location of the roundabout at Stoopville and Washington Crossing Roads - which is strategically positioned to give the exact alignment required for a "Northern Bypass", as per the DVRPC's very own 1988 Newtown Township Traffic Study. Despite this opposition, the DVRPC kept the roundabout location the same in the Final Report while glibly stating in the cover letter that, "Some of the longer term geometric improvements are creative and represent different approaches to well known problem areas and will require more time to refine. These improvement ideas have been controversial and may require additional community involvement and/ or alternatives analyses." Citizens and municipalities deserve better.

*Exhibits II - IV are examples of written materials dated through 10/29/07 that municipalities sent to Jerry Coyne, DVRPC Project Manager for the BCRTS.

- Exhibit II is a 9/19/07 6-page letter from Lower Makefield Township to Jerry Coyne
Re: Bucks County Regional Traffic Study-June 2007 Draft
- Exhibit III is a 10/26/07 1-page email from Yardley Borough to Jerry Coyne Re: Bucks County Regional Traffic Study
- Exhibit IV is a 9/18/07 1-page letter from Paul Beckert Jr. (Newtown Twp. Solicitor) and a 10/29/07 48-page letter from Newtown Township to Jerry Coyne Re: Bucks County Regional Traffic Study

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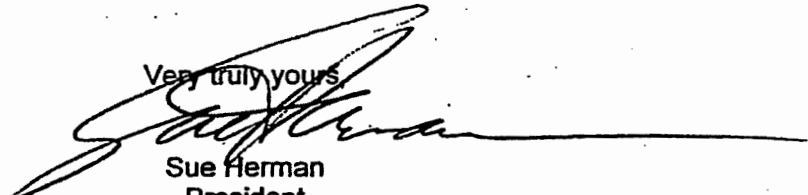
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- ...it is both misleading and unacceptable that it is titled a Final Report. This increases the possibility that in the future it will be misrepresented as a report that was approved by the seven (7) participating municipalities and supported in concept by all. In future years the recommendations in this report are sure to take on a life of their own. Is this what the DVRPC is banking on? Is it worth risking its reputation as an "honest broker"?
- ...the DVRPC has failed to achieve its goal as stated in the current Draft Public Participation Plan, a Strategy for Citizen Involvement (currently under review for public comment) where it clearly states the DVRPC's "philosophy and intent to place public participation at the forefront of the Commission's priorities."

In closing, we would like to say that a reputation as an "honest broker" must be backed by actions, not just by words. We hope you will ensure that the DVRPC immediately publishes an amended report and addendum as per points 1 and 2 on page #1 of this letter, in their entirety. Residents and elected officials want to believe that our Metropolitan Planning Organization is an "honest broker".

We are watching and hoping.

Very truly yours,



Sue Herman
President

Cc: VA Under Secretary for Memorial Affairs, William Tuerk
 Dan Fraley, Bucks County Director of Veterans Affairs
 Carmine Fiscina, Safety Engineer, Federal Highway Administration
 Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
 Senator Arlen Specter
 Senator Robert Casey, Jr.
 U.S. Congressman Patrick Murphy
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 State Senator Charles McIlhinney, Jr.
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 Allen Biehler, Secretary of Transportation
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 Richard Hogg, Deputy Secretary for Highway Administration
 Bill Laubach; PennDOT, Bureau of Highway Safety and Traffic Engineering
 Les Toaso; Acting District Executive, PennDOT District 6
 DVRPC Board; c/o Jerald Cureton, chair
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 James Cawley, Bucks County Commissioner
 Charles Martin, Bucks County Commissioner
 Sandra Miller, Bucks County Commissioner
 Diane Marseglia

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Lynn Bush, Executive Director, Bucks County Planning Commission

Non-Chair members of the Regional Traffic Planning Task Force:

Vincent Deon & Peter Palestina/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp, Mark Craig/
Newtown Borough, Joe Hunter & Chris Harding/Yardley Borough, Anne Goren & Jerry Schenkman/Newtown Twp,
Jane Magne/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield Twp.

✓ Southeastern Bucks League of Municipalities, c/o Steve Santarsiero

Lower Makefield Township Board of Supervisors

Upper Makefield Township Board of Supervisors

Newtown Township Board of Supervisors

Wrightstown Township Board of Supervisors

Northampton Township Board of Supervisors

Yardley Borough Council

Newtown Borough Council

Council Rock School Board President

Council Rock School Superintendent

Pennsbury School Board President

Pennsbury School Superintendent

Lower Makefield Township Citizens Traffic Commission

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Trenton Times

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CBS-KYW 3

Channel 6

Channel 10

Fox News

Concerned Residents of Newtown (mass e-mail)

R.R.T.S. Membership (mass e-mail)

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R.R.T.S.**Residents for Regional Traffic Solutions, Inc.**

PO Box 285
 Newtown, PA 18940
RRTSbucks5@aol.com

TO: Barry Seymour; Executive Director, Delaware Valley Regional Planning Commission (DVRPC)

FROM: Sue Herman; President, Residents for Regional Traffic Solutions, Inc. (RRTS)
 B.S. in Industrial Engineering (Penn State University)

February 11, 2008

RE: 10/07 Bucks County Regional Traffic Study Final Report (BCRTS)

Reiterate the need for a replacement CD-ROM that:

- 1)...includes the 1/08 Addendum to Final Report
- 2)...is properly labeled so that it is clear that the DVRPC performed the BCRTS for the Regional Traffic Planning Task Force

Dear Mr. Seymour,

On behalf of the more than 9,000 residents our citizens watchdog group represents, we thank the DVRPC for distributing the 1/08 Addendum to Final Report to those who received a hard copy of the Bucks County Regional Traffic Study Final Report dated October 2007 (BCRTS). We also thank the DVRPC for making an electronic version of the 1/08 Addendum to Final Report available via link from the project website's (www.BucksCountyRegionalTrafficStudy.org) Home page.*

RRTS is a Regional Stakeholder of the BCRTS, as noted several times in Appendix B of the BCRTS which also states that there are a total of 13 Regional Stakeholders and 29 Municipal Stakeholders of the BCRTS. As a stakeholder, we greatly appreciated receiving the original BCRTS in CD-ROM format, as noted in Don Shanis's 10/30/07 letter to Susan Herman **RE: Bucks County Regional Traffic Study (October 2007)** which is attached as Exhibit II.

As per my public comment at the 12/6/07 DVRPC Board meeting and RRTS's 12/10/07 letter to you **RE: Residents demand addendum to 10/07 Bucks Co. Regional Traffic Study Final Report**, we believe, as stakeholders, that it is imperative for those who received a CD-ROM format of the original BCRTS to receive a replacement CD-ROM that includes the 1/08 Addendum to the Final Report and is PROPERLY LABELED so that it is clear that the DVRPC performed the Study for the Regional Traffic Planning Task Force. As you are aware, the DVRPC name was inadvertently omitted from the CD-ROM label.

With the current CD-ROM label, the reader can easily misconstrue the BCRTS as an accepted study, when this is not the case. As you know, at the 10/29/07 meeting of the Regional Traffic Planning Task Force, the seven (7) participating municipalities could not agree upon how to accept the document, and the municipalities DID NOT accept the document in its current condition. There were two formal motions that failed. The subject of controversy was whether the content and recommendations of the 10/07 Bucks County Regional Traffic Study Final Report was acceptable as a "Final Report". (See Exhibit III, 1/14/08 letter from Lower Makefield Township to Jerry Coyne **Re: Bucks County Regional Traffic Study Final Report, October 2007; Request for Addendum.**)

*As per Don Shanis's 10/23/07 letter **RE: Bucks County Regional Traffic Study Final Report (October 2007)** to Ronald Smith, "The domain name www.BucksCountyRegionalTrafficStudy.org, and project website have been secured until October 25, 2008." This letter is attached as Exhibit I.

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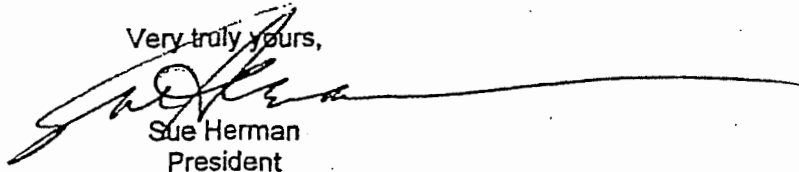
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Other stakeholders share our views. We have included the Regional Stakeholders noted on the DVRPC's 10/27/06 handout titled Stakeholders Accepted (Exhibit IV) in the copy list of this letter.

We are formally requesting that the DVRPC distribute a replacement CD-ROM that a.) includes the 1/08 Addendum to Final Report and b.) is properly labeled so that it is clear that the DVRPC performed the BCRTS for the Regional Traffic Planning Task Force, to those who received the CD-ROM format of the original Bucks County Regional Traffic Study (dated: October 2007). We respectfully ask for a written response to our request and would appreciate receiving it by February 28, 2008.

Very truly yours,



Sue Herman
President

Cc: VA Under Secretary for Memorial Affairs, William Tuerk
Dan Fraley, Bucks County Director of Veterans Affairs
Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Robert Casey, Jr.
U.S. Congressman Patrick Murphy
Governor Ed Rendell
State Senator Charles McIlhinney, Jr.
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Les Toaso; District Executive, PennDOT District 6
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Don Shanis, Deputy Executive Director/ DVRPC
Jerry Coyne, DVRPC
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Regional Stakeholders of the BCRTS:
Steve Harris, Susan Herman, Mark E. Kendrick, Mark J. Klein, Marie Lebegern, James J. Links, Paul B. Long, Robert Miller, James D. Morrissey, Jack Pinheiro, William Rickett, Mark Shablin
Southeastern Bucks League of Municipalities: c/o Steve Santarsiero, chair
Lower Makefield Township Board of Supervisors
Upper Makefield Township Board of Supervisors
Newtown Township Board of Supervisors
Wrightstown Township Board of Supervisors
Northampton Township Board of Supervisors
Yardley Borough Council
Newtown Borough Council
Council Rock School Board President, Richard Abramson

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Council Rock School Superintendent, Mark Klein
Pennsbury School Board President, Greg Lucidi
Pennsbury School CEO. Paul Long
Lower Makefield Township Citizens Traffic Commission: c/o Gary Gilman, chair
Associated Press
Bucks County Courier Times and Intelligencer
Newtown Advance
Yardley News
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Moe Sood
Concerned Residents of Newtown (mass e-mail)
R.R.T.S. Membership (mass e-mail)

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R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285

Newtown, PA 18940

RRTSbucks5@aol.com

TO: Barry Seymour; Executive Director, Delaware Valley Regional Planning Commission (DVRPC)
Don Shanis; Deputy Executive Director, DVRPC
Jerry Coyne; DVRPC Project Manager for the Bucks County Regional Traffic Study

FROM: Sue Herman; President, Residents for Regional Traffic Solutions, Inc. (RRTS)
B.S. in Industrial Engineering (Penn State University)

March 18, 2008

SUBJECT: Mr. Seymour's 3/5/08 letter to RRTS
Re: Bucks County Regional Traffic Study (BCRTS) Report Addendum

Dear Mr. Seymour, Dr. Shanis and Mr. Coyne,

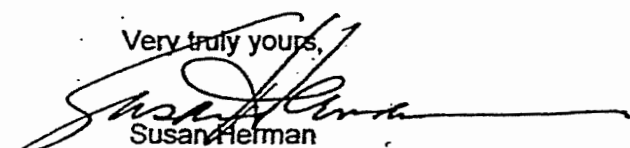
While we appreciated receiving Mr. Seymour's 3/5/08 letter - in response to RRTS's request that the DVRPC publish and distribute a replacement CD-ROM that includes the January 2008 Addendum to Final Report and is properly labeled - we were surprised that he "declined our request".

We believe this action is contrary to the DVRPC's claim in its 2008 Weekly Planner titled The Power of Planning, where it states that "DVRPC's public outreach effort promotes two-way communication between stakeholders and the Commission, and enhances public awareness of regional issues." The DVRPC's refusal to issue the replacement CD-ROM that Stakeholders are entitled to is, in our opinion, a failure to live up to the vital communication that the DVRPC is obligated to provide.

We believe that citizens "went the distance" in communicating with the DVRPC regarding the BCRTS, as is evident in the attached RRTS timeline titled Timeline #1, October 2006 - March 2008, Showing DVRPC's Refusal To Publish A Replacement CD-ROM for the Bucks County Regional Traffic Study Final Report dated 10/07 (Exhibit A).

We are extremely disappointed and hope that you will reconsider your position on issuing a replacement CD-ROM to Stakeholders that includes the January 2008 Addendum to Final Report and is properly labeled.

Very truly yours,


Susan Herman
President

- Cc: *VA Under Secretary for Memorial Affairs, William Tuerk
- *Dan Fraley, Bucks County Director of Veterans Affairs
- *Carmine Fiscina, Safety Engineer, Federal Highway Administration

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- Pat Beudet, Chair, Sierra Club Southeast PA Chapter
- Senator Arlen Specter
- Senator Robert Casey, Jr.
- * U.S. Congressman Patrick Murphy
- * Governor Ed Rendell
- State Senator Charles McIlhinney, Jr.
- State Senator Tommy Tomlinson
- Allen Biehler, Secretary of Transportation
- * State Transportation Commission c/o Honorable Allen Biehler
- Richard Hogg, Deputy Secretary for Highway Administration
- Bill Laubach; PennDOT, Bureau of Highway Safety and Traffic Engineering
- Les Toaso; District Executive, PennDOT District 6
- * DVRPC Board; c/o Jerald Cureton, chair

Regional Transportation Committee; c/o Matthew Lawson, chair
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- * State Representative David Steil, Regional Traffic Planning Task Force Co-Chair
- * State Representative Scott Petri, Regional Traffic Planning Task Force Co-Chair
- * James Cawley, Bucks County Commissioner
- Charles Martin, Bucks County Commissioner
- Diane Marseglia, Bucks County Commissioner
- Lynn Bush, Executive Director, Bucks County Planning Commission

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Regional Stakeholders of the BCRTS:

Steve Harris, Susan Herman, Mark E. Kendrick, Mark J. Klein, Marie Lebegern, James J. Linksz, Paul B. Long, Robert Miller, James D. Morrissey, Jack Pinheiro, William Rickett, Mark Shablin

- * Southeastern Bucks League of Municipalities: c/o Steve Santarsiero, chair
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- Newtown Advance
- Yardley News
- Philadelphia Inquirer
- Trenton Times
- Trentonian
- Bristol Pilot
- CBS-KYW 3
- Channel 6
- Channel 10
- Fox New
- Moe Sood
- Concerned Residents of Newtown (mass e-mail)
- R.R.T.S. Membership (mass e-mail)

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received the full 54-page document. 101/372
 others received the cover letter, Exhibit A and
 attachments A, C & D only.

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks5@aol.com

Greg Caiola, Chairman
Lower Makefield Township Board of Supervisors
1100 Edgewood Road
Yardley, PA 19067

Ron Smith
Lower Makefield Township Supervisor
1100 Edgewood Road
Yardley, PA 19067

March 26, 2008

**RE: Draft Minutes for the 10/29/07 Regional Traffic Planning Task Force (RTPTF) Meeting;
Request that at the 3/31/08 RTPTF meeting, you ask the RTPTF NOT TO APPROVE the
inaccurate statement in Comment #4**

Dear Mr Caiola and Mr. Smith,

We have reviewed the Draft Minutes for the 10/29/07 Meeting of the RTPTF. Please note that
Comment #4 in the draft minutes is inaccurate. It states,

"4. Approval of Minutes from May 31, 2007

*There was a clarification made that Mrs. Herman read from a letter after the minutes were
proved, not before. All present in favor. Motion carried. Mr. --- and Mr. Hunter abstained."*

For an accurate history of Mrs. Herman's reading of the referenced letter, see Exhibit I titled
Timeline #2: History Of Sue Herman's Reading of RRTS's 5/30/07 Letter (Addressed To The
RTPTF And Jerry Coyne) "RE: Reiterate Necessity for Traffic Calming on Lindenhurst/
Stoopville Roads; 5/30/07 Regional Traffic Planning Task Force Meeting" Into The Public
Record at the 5/30/07 RTPTF Meeting, and RRTS's Struggle To Get This Accurately Reflected In
The RTPTF Minutes.

We know that as Lower Makefield Township's representatives on the RTPTF, you have worked
hard to have the minutes accurately reflect that this letter was read into the public record at the
5/30/07 RTPTF meeting. Residents are asking why certain other forces on the RTPTF are
working so hard to have the reading of this letter "swept under the rug".

**Is it because RRTS's 5/30/07 letter so accurately depicts the
volatile conditions that exist on Lindenhurst and Stoopville Roads
and the need for traffic calming?**

**Is it because the letter states that the RTPTF and Delaware Valley
Regional Planning Commission are aware of the volatile**

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conditions on Lindenhurst and Stoopville Roads and the need to restore traffic to sanity, so that it is safe for travel by vehicles, pedestrians and bicyclists?

(Lindenhurst and Stoopville Roads are part of a 9.7 mile circuitous residential route that literally bypasses the Newtown Bypass. This residential route has well in excess of 9,000 residents living along it and more than 155 access points, most residential driveways. According to the Institute for Transportation Engineers, "Control of access is among the most influential geometric aspects affecting crash frequency on the highway system.")

Is it because politicians and agencies are preparing, behind the scenes, to ram a roundabout through at the intersection of Stoopville and Washington Crossing Roads, using the Veterans Cemetery as an excuse - despite strong documented opposition from municipalities and residents?

Is it because, behind the scenes, there is continued pressure by certain politicians/ agencies to construct the Northern Bypass along Stoopville and Lindenhurst Roads - behind residents' backs?

The recent horrific accident in Lower Makefield - involving a car, loaded dump truck, and oil tanker (see Exhibit II; Bucks County Courier Times article titled 4 walk away from fiery tanker accident) - underscores why it is essential that effective traffic calming measures be implemented on Swamp, Stoopville and Lindenhurst Roads - where there is an inordinately high volume of truck traffic due to the four (4) Wrightstown quarries and heavy residential development adjacent to the roads.

RESIDENTS OPPOSE ANY ROUNDABOUT TREATMENT AT THE INTERSECTION OF STOOPVILLE AND WASHINGTON CROSSING ROADS, AS A ROUNDABOUT WILL LEAD TO HIGHER VOLUMES OF TRAFFIC TRAVELING AT EVEN GREATER SPEEDS ALONG STOOPVILLE AND LINDENHURST ROADS.

We respectfully request of you, that at the March 31, 2008 RTPTF meeting you ask the RTPTF NOT TO APPROVE the inaccurate statement in #4 of the Draft Minutes for the 10/29/07 RTPTF Meeting.

We are grateful that as a result of your efforts and citizens' efforts, the Revised Final Minutes for the 5/30/07 RTPTF Meeting and the Final Minutes for the 7/31/07 RTPTF Meeting accurately reflect the reading of RRTS's letter into the public record at the 5/30/07 RTPTF meeting.

Thank you for consideration of our request.

Sincerely,


Sue Herman
President

Cc: VA Under Secretary for Memorial Affairs, William Tuerk
Dan Fraley, Bucks County Director of Veterans Affairs

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Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Robert Casey, Jr.
U.S. Congressman Patrick Murphy
Governor Ed Rendell
State Senator Charles McIlhinney, Jr.
State Senator Tommy Tomlinson
Allen Biehler, Secretary of Transportation
State Transportation Commission c/o Honorable Allen Biehler
Richard Hogg, Deputy Secretary for Highway Administration
Bill Laubach; PennDOT, Bureau of Highway Safety and Traffic Engineering
Les Toaso; District Executive, PennDOT District 6
DVRPC Board; c/o Jerald Cureton, chair
Don Shanis, Deputy Executive Director/ DVRPC
Jerry Coyne, DVRPC
Regional Transportation Committee; c/o Matthew Lawson, chair
Regional Citizens Committee; c/o Warren Strumpfer, chair
State Representative David Steil, Regional Traffic Planning Task Force Co-Chair
State Representative Scott Petri, Regional Traffic Planning Task Force Co-Chair
James Cawley, Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Diane Marseglia, Bucks County Commissioner
Lynn Bush, Executive Director, Bucks County Planning Commission

Non-Chair members of the Regional Traffic Planning Task Force:

Vincent Deon & James Cunningham/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp, Gerard O'Malley & Mike Sellers/ Newtown Borough, Joe Hunter & Katherine Cadwallader/Yardley Borough, Jerry Schenkman & Mike Gallagher/Newtown Twp, Jane Magne/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield Twp.

Regional Stakeholders of the BCRTS:

Steve Harris, Susan Herman, Mark E. Kendrick, Mark J. Klein, Marie Lebegern, James J. Links, Paul B. Long, Robert Miller, James D. Morrissey, Jack Pinheiro, William Rickett, Mark Shablin
Southeastern Bucks League of Municipalities: c/o Steve Santarsiero, chair
Lower Makefield Township Board of Supervisors
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Pennsbury School CEO, Paul Long
Lower Makefield Township Citizens Traffic Commission: c/o Gary Gilman, chair
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Newtown Advance
Yardley News
Philadelphia Inquirer
Trenton Times
Trentonian
Bristol Pilot
CBS-KYW 3
Channel 6
Channel 10
Fox New
Moe Sood
Concerned Residents of Newtown (mass e-mail)
R.R.T.S. Membership (mass e-mail)

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R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285

Newtown, PA 18940

RRTSbuckspa5@aol.com



TO: State Representative David Steil and State Representative Scott Petri
Assemblymen: 31st and 178th Districts, respectively
CHAIRMEN, Regional Traffic Planning Task Force (RTPTF)

Non-Chair members of the Regional Traffic Planning Task Force*

Barry Seymour; Executive Director, Delaware Valley Regional Planning Commission(DVRPC)

Dori Shanis; Deputy Executive Director, DVRPC

Jerry Coyne; DVRPC Project Manager for the Bucks County Regional Traffic Study

FROM: Sue Herman
B.S. in Industrial Engineering (Penn State University)
President, Residents for Regional Traffic Solutions, Inc. (RRTS)

March 26, 2008

RE: 1) Bucks County Regional Traffic Study Report dated 10/07
2) January 2008 Addendum to the Bucks County Regional Traffic Study Report
dated 10/07



Dear Representative Steil, Representative Petri, Mr. Seymour, Dr. Shanis, Mr. Coyne and
Non-Chair Members of the RTPTF,

On behalf of the more than 9,000 residents that our regional citizens watchdog group represents,
and as a Stakeholder of the Bucks County Regional Traffic Study, RRTS respectfully requests
that the RTPTF include this document - **unedited** - as part of the Bucks County Regional Traffic
Study Report.

Following are RRTS's comments/concerns regarding the Bucks County Regional Traffic Study
Report dated 10/07 (BCRTS) and the January 2008 Addendum to the Bucks County Regional
Traffic Study Report dated 10/07 (Addendum).

****Regional Traffic Planning Task Force:** Chairmen : State Rep. David Steil, State Rep. Scott Petri **Members**
effective 1/08: Vincent Deon & James Cunningham/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp,
Gerard O'Malley & Mike Sellers/ Newtown Borough, Joe Hunter & Katherine Cadwallader/Yardley Borough, Jerry
Schenkman & Mike Gallagher/Newtown Twp, Jane Magne/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield
Twp.

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RRTS opposes the BCRTS and Addendum because the DVRPC still recommends:

- ...straightening the curve at the southern end of Lindenhurst Road.

(The DVRPC provided no safety reasons for straightening this curve. Straightening the curve will facilitate connecting Lindenhurst Road with I-95, possibly by running the road across the Wright Farm - regardless of the protections that have been set up for preserving the farm. This will lead to a Northern Bypass via Lindenhurst and Stoopville Roads or to a Northern Bypass via an extended Upper Silver Lake Road to Stoopville Road, a scenario that the DVRPC studied in its 1988 Newtown Township Traffic Study. See Exhibit I.)

- ...positioning the roundabout at Stoopville and Washington Crossing Roads in the strategic and peculiar location shown in Figure 5-3 of the June 2007 Draft Report of the Bucks County Regional Traffic Study and in Figure 5-3 of the BCRTS *despite* strong opposition from municipalities and citizens (Exhibit II). In addition, on page #19 of the DVRPC's December 2007 publication titled Regional Roundabout Analysis, Phase I (Exhibit III) it states,

"Figure 4: Bucks County Prioritized Location #1
Intersection of PA 532 (Washington Crossing Road) and Stoopville Road"

The positioning of this roundabout gives an alignment that makes Stoopville Road (currently a collector road) function more like a main artery and Washington Crossing Road (currently an arterial highway, PA Traffic Route 532) function more like a minor road. It paves the way for a Northern Bypass along Lindenhurst and Stoopville Roads.

Lower Makefield Township's (LMT's) 9/19/07 Letter to Jerry Coyne Re: Bucks County Regional Traffic Study - June 2007 Draft and LMT's 3/18/08 Letter to Jerry Coyne RE: Bucks County Regional Traffic Study - October 2007 Report and January 2008 Addendum state this about the roundabout in Figure 5-3, "At the intersection of Stoopville Road and Washington Crossing Road, the existing geometry provides for the major 'through' movement to occur on Washington Crossing Road, which is classified as an arterial road, with Stoopville Road, classified as a collector road, joining Washington Crossing Road as the minor approach. With the roundabout layout shown in Figure 5-3 of the BCRTS, the major 'through' movement is shifted to Stoopville Road west of the intersection... Lower Makefield Township recommends that several alternatives, including a signalized intersection, for this intersection be evaluated to ensure the future layout of this intersection will not adversely affect the character of the roadways and surrounding area. Lower Makefield Township does not favor the alignment shown in Figure 5-3."

Newtown and Lower Makefield Townships are already in the process of embracing a signalized intersection at Stoopville Road and Washington Crossing Roads requiring little - if any - realignment of the roads, as indicated in the 11/07 Gilmore & Associates Traffic Calming Plan for Stoopville Road attached to the 12/21/07 Letter from Newtown Township's traffic engineer to Joseph Czajkowski, Newtown Township's Manager, RE: Stoopville Road - Traffic Calming and Rehabilitation; Newtown Township, Bucks County (Exhibit IV) and correspondence from LMT's traffic engineer to the LMT Board of Supervisors and LMT Citizens Traffic Commission dated 2/29/08 and 3/10/08 (Exhibit V).

In addition, the 2009 Transportation Program Project Abstract for the Stoopville Road Rehabilitation Project (Exhibit VI) no longer states that there should be a realignment of the intersection of Stoopville and Washington Crossing Roads. RRTS vehemently protested the

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realignment of this intersection that was called for during **previous** TIP cycles in the Project Abstract for the Stoopville Road Rehabilitation Project because, as per the DVRPC's 1988 Newtown Township Traffic Study, "To affect a northern bypass via Stoopville Road, it is vital to realign this intersection. A cooperative effort between Newtown Township and Lower Makefield Township is necessary for the intersection to be upgraded."

With the exception of the TIP cycle that we are currently in, RRTS has provided both oral and written testimony **against** the Stoopville Road Rehabilitation Transportation Improvement Project at the State Transportation Commission, Bucks County Planning Commission and DVRPC public hearings during all TIP cycles since April 1999. In addition, Lower Makefield Township **strongly opposed** the Stoopville Road Rehabilitation Project during previous TIP cycles (See Exhibit VII).

Also, it is disturbing to citizens that the DVRPC removed the incorrect reference to the intersection of Stoopville Road and Worthington Mill/ Wrightstown Road in the BCRTS, only to replace it with the following adverse intersections; Stoopville Road and Durham Road, Stoopville Road and Linton Hill Road/ Creamery Road, and Stoopville Road and Washington Crossing Road, that appeared - **for the first time** - in the October 2007 report. This disingenuous action confirms residents' belief that there is strong pressure behind the scenes to construct the Northern Bypass behind residents' backs.

In addition, RRTS opposes the BCRTS and Addendum because:

- ...it fails to recommend traffic calming along the full length of Stoopville Road.

At the 3/29/07 RTPTF meeting, Mr. Roth (DVRPC's engineer consultant from Jacobs Edwards and Kelcey) presented a spreadsheet titled Engineering and Traffic Study Elements, Summary Matrix - Revised 3/12/2007 (Exhibit VIII) which states that the "Prevailing Traffic Speed" on Lindenhurst and Stoopville Roads is 48 miles per hour and 53 miles per hour, respectively.

RRTS believes that as our region's Metropolitan Planning Organization, the DVRPC has an obligation to reduce these unacceptably high speeds on these collector roads - especially in light of the inordinately high volume of truck traffic in our region from the four (4) Wrightstown quarries - in order to make it safe for travel by vehicle, bicyclists and pedestrians.

It is both noteworthy and distressing that RRTS felt compelled to write the 3/26/08 Letter to LMT Supervisors Greg Caiola and Ron Smith (RTPTF members)

RE: Draft Minutes for the 10/29/07 Regional Traffic Planning Task Force (RTPTF) Meeting; Request that at the 3/31/08 RTPTF meeting, you ask the RTPTF NOT TO APPROVE the inaccurate statement in Comment #4,

in order to once and for all set the record straight that Sue Herman read the 5/30/07 Letter from RRTS addressed to the RTPTF and Jerry Coyne **RE: Reiterate Necessity for Traffic Calming on Lindenhurst/ Stoopville Roads; 5/30/07 Regional Traffic Planning Task Force Meeting** into the public record at the 5/30/07 RTPTF meeting prior to adjournment. See Exhibit IX.

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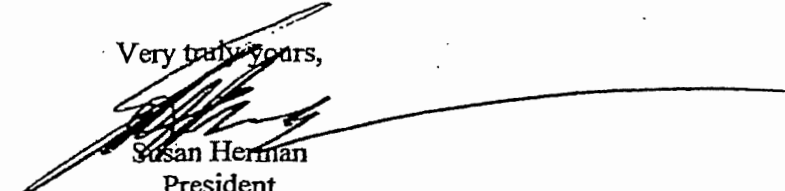
In addition, RRTS opposes the BCRTS and Addendum because:

- ...It fails to acknowledge Newtown Township's desire to reclassify Swamp Road to a Collector Road, so that appropriate traffic calming measures can be installed to ensure traffic travels in a manner consistent with the adjacent residential land use and ensure safe access for pedestrians and bicyclists. The road is currently misclassified as a Minor Arterial Highway.

In closing, we want to emphasize that RRTS fully endorses - and citizens are grateful for - Lower Makefield Township's RESOLUTION REGARDING THE BUCKS COUNTY REGIONAL TRAFFIC STUDY REPORT (dated October 2007) and the JANUARY 2008 ADDENDUM TO THE REPORT that resulted from a motion made by LMT supervisor Steve Santarsiero at the 3/19/08 Board of Supervisors meeting. The motion passed. (See Exhibit X.)

We also want to emphasize that RRTS fully endorses the RESOLUTION in Exhibit XI that was proposed by the LMT Citizens Traffic Commission and approved by the LMT Board of Supervisors on 3/19/08, as a result of a motion made by Steve Santarsiero.

Very truly yours,


Susan Herman
President

Cc: VA Under Secretary for Memorial Affairs, William Tuerk
Dan Fraley, Bucks County Director of Veterans Affairs
Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Robert Casey, Jr.
U.S. Congressman Patrick Murphy
Governor Ed Rendell
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State Senator Tommy Tomlinson
Allen Biehler, Secretary of Transportation
State Transportation Commission c/o Honorable Allen Biehler
Richard Hogg, Deputy Secretary for Highway Administration
Bill Laubach; PennDOT, Bureau of Highway Safety and Traffic Engineering
Les Toaso; District Executive, PennDOT District 6
DVRPC Board; c/o Jerald Cureton, chair
Don Shanis, Deputy Executive Director/ DVRPC
Jerry Coyne, DVRPC
Regional Transportation Committee; c/o Matthew Lawson, chair
Regional Citizens Committee; c/o Warren Strumpfer, chair
State Representative David Steil, Regional Traffic Planning Task Force Co-Chair
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James Cawley, Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Diane Marseglija, Bucks County Commissioner
Lynn Bush, Executive Director, Bucks County Planning Commission
Non-Chair members of the Regional Traffic Planning Task Force:

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Vincent Deon & James Cunningham/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp, Gerard O'Malley & Mike Sellers/Newtown Borough, Joe Hunter & Katherine Cadwallader/Yardley Borough, Jerry Schenkman & Mike Gallagher/Newtown Twp, Jane Magne/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield Twp.

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Southeastern Bucks League of Municipalities: c/o Steve Santarsiero, chair

Lower Makefield Township Board of Supervisors

Upper Makefield Township Board of Supervisors

Newtown Township Board of Supervisors

Wrightstown Township Board of Supervisors

Northampton Township Board of Supervisors

Yardley Borough Council

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Council Rock School Board President, Richard Abramson

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Pennsbury School Board President, Greg Lucidi

Pennsbury School CEO, Paul Long

Lower Makefield Township Citizens Traffic Commission: c/o Gary Gilman, chair

Associated Press

Bucks County Courier Times and Intelligencer

Newtown Advance

Yardley News

Philadelphia Inquirer

Trenton Times

Trentonian

Bristol Pilot

CBS-KYW 3

Channel 6

Channel 10

Fox New

Moe Sood

Concerned Residents of Newtown (mass e-mail)

R.R.T.S. Membership (mass e-mail)

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R.R.T.S.**Residents for Regional Traffic Solutions, Inc.**

PO Box 285
 Newtown, PA 18940
RRTSbucks5@aol.com

Lower Makefield Township Board of Supervisors
 1100 Edgewood Road
 Yardley, PA 19067

April 2, 2008

RE: RRTS Requests Regarding the Bucks County Regional Traffic Study

Dear Mr. Caiola, Mr. Smith, Mr. Stainthorpe, Mr. Maloney, and Mr. Santarsiero,

We thank you for looking out for the welfare of residents in your decisions regarding the Bucks County Regional Traffic Study, a study performed by the DVRPC for the Regional Traffic Planning Task Force (RTPTF) that was co-chaired by State Representatives Dave Steil and Scott Petri.

At the 3/31/08 RTPTF meeting, Representative Steil distributed the three correspondences received from municipalities since the 10/29/07 RTPTF meeting. They included (Exhibit A):

- 1) 3/18/08 Letter from Lower Makefield (LMT) to Jerry Coyne **Re: Bucks County Regional Traffic Study – October 2007 Report and January 2008 Addendum**, which stated,
"The incorrect reference to the intersection of Stoopville Road and Worthington Mill/ Wrightstown Road has been removed. However, please clarify why the following adverse intersections; Stoopville Road and Durham Road, Stoopville Road and Linton Hill Road/ Creamery Road, and Stoopville Road and Washington Crossing Road, were not identified as such until the October 2007 Report."
- 2) 2/20/08 Letter from Newtown Borough to Representative Steil regarding the Bucks County Regional Traffic Study report of October 2007, which stated,
"We applaud the fact that PennDOT has undertaken the Traffic Signal Enhancement Initiative (TSEI) along the Newtown Bypass and recommend that Newtown Borough join in with Newtown Township and Lower Makefield Township in continually monitoring and optimizing the utilization and flow of traffic on the bypass."
- 3) 3/6/08 Letter from Upper Makefield Township (UMT) to Representative Steil **RE: DVRPC Bucks County Regional Traffic Study dated October 2007; Upper Makefield Township Comments**, which stated,
"The Upper Makefield Township Board of Supervisors has reviewed the above referenced report... We consider this report as prepared by DVRPC with assistance from Jacobs Kelcey and Edwards and KMJ Consulting, Inc. to be a very valuable summary of prevailing traffic conditions and problems, ongoing and potential solutions and projects, and therefore recommend that it be

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accepted as "final" by the RTPTF now, and we offer no additional comments regarding this document."

This evening, residents respectfully and formally request that the Board of Supervisors memorialize the motion that was passed at the 3/31/08 RTPTF in a letter from the Board addressed to the RTPTF (including Co-Chairs Dave Steil and Scott Petri), Messrs. Seymour, Shanis and Coyne of the DVRPC, and the State Transportation Commission c/o Secretary of Transportation Honorable Allen Biehler.

The motion passed 5 to 2 with Yardley Borough, Newtown Borough, and Newtown, Lower Makefield and Upper Makefield Townships voting "YES" and Wrightstown and Northampton Townships voting "NO".

The motion was that Representative Steil will create and distribute a CD-ROM Comprehensive Report of the Bucks County Regional Traffic Study to each of the participating municipalities and Stakeholders that includes:

- The Bucks County Regional Traffic Study – October 2007 Report
- The January 2008 Addendum to the Bucks County Regional Traffic Study – October 2007 Report
- Comments received from municipalities since the October 29, 2007 meeting, including Northampton Township's comments. Northampton Township was granted an extension until May 15, 2008.
- Minutes of the RTPTF meetings from August 19, 2004 through the March 31, 2008 meeting.
- An inventory to be provided by Representative Steil, prepared by his staff, that will include documents in his possession that will be itemized and scanned – to include any and all letters or documents from Stakeholders or citizens groups who have come before the RTPTF since its first meeting on June 17, 2004, including all documents referenced in the RTPTF meeting minutes.*
- The CD-ROM Comprehensive Report may require 1-2 CD-ROMs.

Representative Steil indicated that his office can only inventory and scan those documents that they have. We hope that all RRTS documents that have been submitted since the RTPTF's inception will be inventoried and scanned, as each was sent to both Representative Steil and Representative Petri (as Co-Chairs of the RTPTF) via Certified Mail Return Receipt.

This evening, residents also respectfully and formally request that the Board of Supervisors include this letter as part of tonight's public record, as well as, the following three letters, which were written recently by RRTS – and read into the public record at the 3/31/08 RTPTF meeting.

1) 3/31/08 Letter from RRTS to the RTPTF / DVRPC (Exhibit B)

RE: Cover letter read into the public record at the 3/31/08 RTPTF meeting, regarding:

- 1) Bucks County Regional Traffic Study Report dated 10/07
- 2) January 2008 Addendum to the Bucks County Regional Traffic Study Report dated 10/07

(This cover letter was read into the public record in its entirety at the 3/31/08 RTPTF meeting and the complete document including the 3/26/08 letter to RTPTF/ DVRPC was entered into the public record.)

*Note that there were no official meeting minutes taken at the 6/17/04 or 7/29/04 RTPTF meetings.

*Sue Herman published unofficial notes she took at the 6/17/04 RTPTF meeting.
Sue Herman and a secretary hired by Newtown Township residents published
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unofficial notes taken at the 7/29/04 RTPTF meeting.*

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2) 3/26/08 Letter from RRTS to Mr. Caiola/ Mr. Smith (Exhibit C)
RE: Draft Minutes for the 10/29/07 Regional Traffic Planning Task Force (RTPTF) Meeting;
Request that at the 3/31/08 RTPTF meeting, you ask the RTPTF NOT TO APPROVE the
inaccurate statement in Comment #4

3) 5/30/07 Letter from RRTS to the RTPTF and Jerry Coyne (Exhibit D)
RE: Reiterate Necessity for Traffic Calming on Lindenhurst/ Stoopville Roads;
5/30/07 Regional Traffic Planning Task Force Meeting
(This letter was read into the public record in its entirety at the 3/31/08 RTPTF meeting.
It had also been read into the public record in its entirety at the 5/30/07 RTPTF meeting.)

We hope the Board will honor our request to include the aforementioned letters in the public record. It has been most disappointing that the RTPTF has disallowed RRTS's letters from becoming part of the public record – something that has appeared to citizens to be a thwarting of the democratic process.

In closing, we'd like to say that just as PennDOT abandoned the roundabout in Rushland for the Swamp Road Improvement Project due to public outcry, residents fully expect the **concept** of the roundabout at the intersection of Stoopville and Washington Crossing Roads to be abandoned (see Exhibit E). A roundabout at the intersection of Stoopville and Washington Crossing Roads will hugely benefit the truck traffic, as trucks will not have to stop, the way they might for a traffic signal. Quarry truck drivers get paid by the load. The better time they can make using Stoopville and Lindenhurst Roads to bypass the ill-functioning bypass, the more attractive it will be for them to take these residential collector roads.

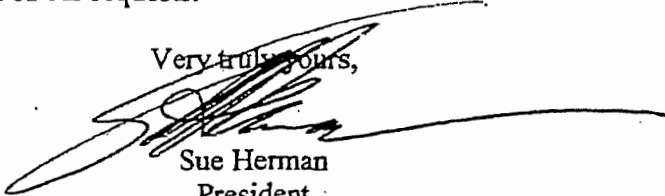
Residents, RRTS and Lower Makefield Township have gone on record opposing any modifications to that intersection beyond installation of a traffic signal.

RRTS fully endorses – and citizens are grateful for – Lower Makefield Township's (LMT's) **RESOLUTION REGARDING THE BUCKS COUNTY REGIONAL TRAFFIC STUDY REPORT (dated October 2007) and the JANUARY 2008 ADDENDUM TO THE REPORT**, approved by the LMT Board of Supervisors on 3/19/08, as a result of a motion made by Supervisor Steve Santarsiero.

LMT's Resolution states, "BE IT FURTHER RESOLVED, that the Lower Makefield Township Board of Supervisors opposes the BCRTS and the January 2008 Addendum to Final Report."

Thank you for consideration of our requests.

Very truly yours,


Sue Herman
President

Cc: *VA Under Secretary for Memorial Affairs, William Tuerk
*Dan Fraley, Bucks County Director of Veterans Affairs
*Carminc Fiscina, Safety Engineer, Federal Highway Administration

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3/12/08

* *Barry Seymour; Executive Director/DVRPC*

* Pat Beaudet, Chair, Sierra Club Southeast PA Chapter

Senator Arlen Specter

Senator Robert Casey, Jr.

* U.S. Congressman Patrick Murphy

* Governor Ed Rendell

State Senator Charles McIlhinney, Jr.

State Senator Tommy Tomlinson

Allen Biehler, Secretary of Transportation

* State Transportation Commission c/o Honorable Allen Biehler

Richard Hogg, Deputy Secretary for Highway Administration

Bill Laubach; PennDOT, Bureau of Highway Safety and Traffic Engineering

Les Toaso; District Executive, PennDOT District 6

* DVRPC Board; c/o Jerald Cureton, chair

* Don Shanis, Deputy Executive Director/DVRPC

Jerry Coyne, DVRPC

Regional Transportation Committee; c/o Matthew Lawson, chair

Regional Citizens Committee; c/o Warren Strumpfer, chair

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* State Representative Scott Petri, Regional Traffic Planning Task Force Co-Chair

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Makefield Twp.

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Robert Miller, James D. Morrissey, Jack Pinheiro, William Rickett, Mark Shablin

* Southeastern Bucks League of Municipalities: c/o Steve Santarsiero, chair

* Lower Makefield Township Board of Supervisors

* Upper Makefield Township Board of Supervisors

* Newtown Township Board of Supervisors

* Wrightstown Township Board of Supervisors

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Associated Press

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Philadelphia Inquirer

Trenton Times

Trentonian

Bristol Pilot

CBS-KYW 3

Channel 6

Channel 10

Fox New

Moe Sood

Concerned Residents of Newtown (mass e-mail)

R.R.T.S. Membership (mass e-mail)

*use asterisked received the full 127 page document via Fed Ex or
Certified Mail Return Receipt.*

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R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbuckspa5@aol.com

TO: State Representative David Steil and State Representative Scott Petri
Assemblymen: 31st and 178th Districts, respectively
CHAIRMEN, Regional Traffic Planning Task Force

Non-Chair members of the Regional Traffic Planning Task Force (RTPTF)*

FROM: Sue Herman
President, Residents for Regional Traffic Solutions, Inc. (RRTS)

July 29, 2008

RE: Presentation of inventories of RRTS letters to the RTPTF at the 7/29/08 RTPTF meeting

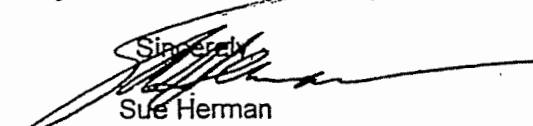
Dear Representative Steil, Representative Petri, and Non-Chair Members of the RTPTF,

Tonight we submit this 189-page document and accompanying CD-ROM to the Regional Traffic Planning Task Force (RTPTF) and ask that it become part of the minutes for this meeting and part of the public record for this meeting.

ATTACHMENT I of this document is an inventory of letters sent by RRTS to the RTPTF (or to State Representatives Steil and Petri) between June 17, 2004 (the first meeting of the RTPTF) and the present. With few - if any - exceptions, these letters were sent via Certified Mail Return Receipt to State Representatives Steil and Petri. Should any of these letters be omitted from the comprehensive CD-ROM's that Representative Steil is preparing for the RTPTF, we would be happy to provide you with a copy of them in their entirety.

ATTACHMENT II of this document is an inventory of other relevant RRTS letters/ testimony regarding regional traffic. We would also be happy to provide you with any of these documents in their entirety.

Please let us know if we can be of any additional assistance to you.

Sincerely,

Sue Herman
President

***Regional Traffic Planning Task Force: Chairmen :** State Rep. David Steil, State Rep. Scott Petri **Non-Chair Members effective 1/08:** Vincent Deon & James Cunningham/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp, Gerard O'Malley & Mike Sellers/ Newtown Borough, Joe Hunter & Katherine Cadwallader/Yardley Borough, Jerry Schenkman & Mike Gallagher/Newtown Twp, Jane Magne/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield Twp.

Cc: VA Under Secretary for Memorial Affairs, William Tuerk**
Dan Fraley, Bucks County Director of Veterans Affairs**
Carmine Fiscina, Safety Engineer, Federal Highway Administration

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Pat Beudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Robert Casey, Jr.
U.S. Congressman Patrick Murphy**
Governor Ed Rendell**
State Senator Charles McIlhinney, Jr.
State Senator Tommy Tomlinson
Allen Biehler, Secretary of Transportation
State Transportation Commission c/o Honorable Allen Biehler**
Richard Hogg, Deputy Secretary for Highway Administration**
Bill Laubach; PennDOT, Bureau of Highway Safety and Traffic Engineering
Les Toaso; District Executive, PennDOT District 6 **
DVRPC Board; c/o chair**
Barry Seymour, Executive Director/ DVRPC**
Don Shanis, Deputy Executive Director/ DVRPC
Jerry Coyne, DVRPC
Regional Transportation Committee; c/o chair
Regional Citizens Committee; c/o Warren Strumpfer, chair
State Representative David Steil, Regional Traffic Planning Task Force Co-Chair**
State Representative Scott Petri, Regional Traffic Planning Task Force Co-Chair**
James Cawley, Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Diane Marseglia, Bucks County Commissioner
Lynn Bush, Executive Director, Bucks County Planning Commission

Non-Chair members of the Regional Traffic Planning Task Force: Vincent Deon & James

Cunningham/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp, Gerard O'Malley & Mike Sellers/
Newtown Borough, Joe Hunter & Katherine Cadwallader/Yardley Borough, Jerry Schenkman & Mike
Gallagher/Newtown Twp, Jane Magne/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield Twp.

Southeastern Bucks League of Municipalities: c/o Steve Santarsiero, chair **

Lower Makefield Township Board of Supervisors

Upper Makefield Township Board of Supervisors

Newtown Township Board of Supervisors

Wrightstown Township Board of Supervisors

Northampton Township Board of Supervisors

Yardley Borough Council

Newtown Borough Council

Council Rock School Board President, Richard Abramson**

Council Rock School Superintendent, Mark Klein**

Pennsbury School Board President, Greg Lucidi**

Pennsbury School CEO, Paul Long**

Lower Makefield Township Citizens Traffic Commission: c/o Gary Gilman, chair

Associated Press

Bucks County Courier Times and Intelligencer

Newtown Advance

Yardley News

Philadelphia Inquirer

Trenton Times

Trentonian

Bristol Pilot

CBS-KYW 3

Channel 6

Channel 10

Fox New

Concerned Residents of Newtown (mass e-mail)

R.R.T.S. Membership (mass e-mail)

**Asterisked individuals received the cover letter, Attachments I & II, and Exhibits referenced in Attachments I & II.
All others received the cover letter and Attachments I & II only.

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R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks5@aol.com

TO: State Representative David Steil and State Representative Scott Petri
Assemblymen: 31st and 178th Districts, respectively
CHAIRMEN, Regional Traffic Planning Task Force

Non-Chair members of the Regional Traffic Planning Task Force (RTPTF)*

FROM: Sue Herman
President; Residents for Regional Traffic Solutions, Inc. (RRTS)

July 29, 2008

RE: Request that the RTPTF refrain from supporting actions that will lead to construction of four-lane highways and be antithetical to traffic calming

Dear Representative Steil, Representative Petri, and Non-Chair Members of the RTPTF,

Residents are alarmed, as it appears that roadway expansion is the goal of the current traffic planners in our region.

- **It seems that politicians and agencies are hiding behind the Veterans Cemetery Deal to push through a long-desired North/ South Highway, an expressway to connect I-78 to I-95.** In the published plan, there will be two (2) southern ends of the expressway that run through the backyards of residents living along Stoopville, Lindenhurst and Swamp Roads.
- Exhibit I is a map of the North/ South expressway that was discussed by a regional Traffic Advisory Committee back in the early 1990's. Meeting minutes document the discussions.
- Exhibit II is a map of the North/ South expressway that appeared recently, in a March 2006 DVRPC publication titled EXECUTIVE SUMMARY: LIMITING TRAFFIC CONGESTION AND ACHIEVING REGIONAL GOALS. The expressway runs along Route 611 to I-95 and is referenced in the Legend as an "Emerging/ Regional Corridor".
- As you know, the DVRPC conducted a 1988 traffic study for Newtown Township in which it studied the "**Northern Bypass Alternative**", showing the two (2) southern ends of the North/ South expressway. One end was along Stoopville Road and an extended Silver Lake Road on the East side of Newtown Borough. The other end was along Swamp Road on the West side of Newtown Borough. The Stoopville/ extended Silver Lake Road segment was called the **Northern Bypass**.

***Regional Traffic Planning Task Force: Chairmen :** State Rep. David Steil, State Rep. Scott Petri **Non-Chair Members effective 1/08:** Vincent Deon & James Cunningham/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp, Gerard O'Malley & Mike Sellers/ Newtown Borough, Joe Hunter & Katherine Cadwallader/Yardley Borough, Jerry Schenkman & Mike Gallagher/Newtown Twp, Jane Magne/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield Twp.

- The DVRPC's Study was titled Newtown Township Traffic Study (1988 Study).

The following pages and quotations were taken from the section of the study titled "Northern Bypass Alternative":

- (a) **Page #61** (Exhibit III) shows a map of the Northern Bypass Scenario projected for Year 2000. This map shows the Northern Bypass as an upgraded Stoopville Road connected to an extended Upper Silver Lake Road.
- (b) **Page #62** states, "It is further recommended that Buck Road, Swamp Road, and Durham Road be widened to 4 lanes..."

Note that just recently, PennDOT - working with the DVRPC - tried to expand Swamp Road to accommodate the 4-lane plan. The community rejected this despite pressure from PennDOT and it has, at least temporarily, been stopped.

- (c) **Page #64** states, "Some of the benefits of the northern bypass scenario, in particular the diversion of gravel trucks, may be achieved with limited improvements to Stoopville Road."
- (d) **Page #81** states, "Realign Washington Crossing Road to form a perpendicular intersection with Stoopville Road... **To affect a northern bypass via Stoopville Road, it is vital to realign this intersection.**"

Note that the roundabout being currently promoted by Representative Steil and Upper Makefield Supervisor Bob West and a number of others, would realign the intersection as described by the DVRPC.

- In 2001, under the leadership of Representative Steil, there was a plan made to construct the Northern Bypass along Stoopville and an extended Silver Lake Road. The plan died due to opposition from citizens.
- Today, because of development, the Northern Connector Highway would have to be constructed along Stoopville and Lindenhurst Roads.
- Today, if Roundabouts are built, they will bring more traffic to the area at higher speeds and be a truck magnet – they are in direct opposition to desperately-needed traffic calming on these roads.
- Two months ago, Representative Steil wrote a Letter to the Editor to the Courier Times. In it, he stated that the Roundabout at the intersection of Stoopville and Washington Crossing Roads is recommended because of "the unique geometric and traffic conditions in an area poised for growth and change." (See Exhibit IV)

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- Current actions requesting road widening for the Veterans Cemetery support construction of the expressway. Consider this:

On June 18, 2008 the Veterans Administration presented the plan for the Veterans Cemetery to the Upper Makefield Twp. Board of Supervisors. Bill Tuerk, Undersecretary for Memorial Affairs, stated that the VA selected township-owned Highland Road for the main cemetery entrance. He said the VA intends to add an additional lane on Highland Road to facilitate traffic going into the cemetery.

The Upper Makefield Township Supervisors asked Mr. Tuerk if the VA would consider adding a traffic light at the intersection of Highland and Washington Crossing Roads because the intersection operates at a level of Service "D", basically, a failed level of service AND they asked if the VA would wrap the additional lane on Highland Road around the corner onto Washington Crossing Road to facilitate traffic on that road.

Mr. Tuerk said it is not the VA's job to do that because the problem at the intersection is not being caused by cemetery traffic which is minimal and occurs at off-peak hours.

After more discussion and persuasion, Mr. Tuerk said YES, the VA would do these things. This should be a RED FLAG because the VA, being a federal agency, does not have to go through the traditional planning process when it comes to roadways associated with the cemetery project.

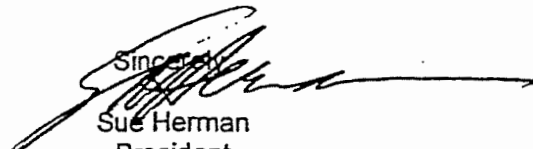
- Creating a highway environment will destroy the rural, historical character of the area surrounding the Veterans Cemetery, and result in high volumes of traffic going through Dolington Village to and from the cemetery and Washington Crossing State Park.

In the actions being taken by Upper Makefield Supervisors to widen the roadway, it will fail to preserve the unique and priceless open space character of Bucks County.

When widening of the road to four lanes occurs, it won't matter if the cemetery is the excuse or not. A four lane roadway is a highway. If any of these roadways get widened, it will only facilitate more and more regional growth. The major North/South expressway that certain politicians and agencies are going for in bits and pieces, will create a vicious cycle of more growth and more building that will **significantly** change the quality of life throughout our region.

We ask the RTPTF to refrain from supporting any actions that will lead to building four-lane highways and ask that you implement traffic calming.

We ask that this letter become part of the minutes for this meeting and part of the public record for this meeting.


Sue Herman
President

Cc: VA Under Secretary for Memorial Affairs, William Tuerk
Dan Fraley, Bucks County Director of Veterans Affairs
Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beaudet, Chair, Sierra Club Southeast PA Chapter

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Senator Arlen Specter
Senator Robert Casey, Jr.
U.S. Congressman Patrick Murphy
Governor Ed Rendell
State Senator Charles McIlhinney, Jr.
State Senator Tommy Tomlinson
Allen Biehler, Secretary of Transportation
State Transportation Commission c/o Honorable Allen Biehler
Richard Hogg, Deputy Secretary for Highway Administration
Bill Laubach; PennDOT, Bureau of Highway Safety and Traffic Engineering
Les Toaso; District Executive, PennDOT District 6
DVRPC Board; c/o chair
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Don Shanis, Deputy Executive Director/ DVRPC
Jerry Coyne, DVRPC
Regional Transportation Committee; c/o chair
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Lower Makefield Township Citizens Traffic Commission: c/o Gary Gilman, chair
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Newtown Advance
Yardley News
Philadelphia Inquirer
Trenton Times
Trentonian
Bristol Pilot
CBS-KYW 3
Channel 6
Channel 10
Fox New
Concerned Residents of Newtown (mass e-mail)
R.R.T.S. Membership (mass e-mail)

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**NEWTOWN GRANT HOMEOWNERS ASSOCIATION
10 PRIMROSE COURT
NEWTOWN, PA 18940
(215) 579-1228**

November 21, 2001

Ms. Susanne McKeon
Chairperson of the Subcommittee for the TIP Update
C/O Bucks County Planning Commission
1260 Almshouse Road
Neshaminy Manor Center
Doylestown, PA 18901

Dear Ms. McKeon:

I want to thank you for the opportunity to speak to the sub-committee of the Bucks County Planning Commission that heard public comment on the 2001 Transportation Improvement Program last Thursday. As I stated in my previous communication with the Planning Commission, I speak on behalf of the Newtown Grant Homeowners Association, an association that represents over 4,000 residents. As you may recall, my comments to you at the meeting concerned Newtown Township's #1 priority project on the TIP, i.e. the Stoopville Road Rehabilitation Project. Stoopville Road is our northern border and was just repaved last year. The Township now wants to widen the road and provide shoulder improvements. To the best of my knowledge the Township has not prepared any "Needs Analysis" for this project. To date there have been no studies for any of the following

- Engineering
- Environmental
- Safety
- Traffic Calming
- Drainage

In addition, I have seen no analysis to back up the estimate numbers submitted by the Township.

The residents of Newtown Grant (along with the other thousands of households along the diverted route) have suffered with the added dangers of the heavy truck traffic for many years and we feel that the proposed changes to Stoopville Road will only increase the amount of traffic and increase the speeds of those trucks. What are needed are traffic calming measures, not a road design that promotes more traffic at higher speeds. Remember, this is the highest growth residential corridor in the township, and there are proposals in planning committees as we speak for more subdivisions directly along this road.

When the weight-restricted culvert on Swamp Road is repaired, new traffic patterns will emerge. At that time, we feel that it would be appropriate to do a traffic study similar to the one that the Township expended \$50,000 for (along with a matching amount by Wrightstown Township). If an engineering study calls for road improvements at that time we, as residents of the area, will feel

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that at least the facts will have been looked at. There are no facts and no justification for spending taxpayer money to make road repairs to a road that was just repaired and will experience a change in traffic patterns when the Swamp Road corridor is opened to all vehicles. (See the attached Stoopville Road recommendations from a PennDOT truck restriction study dated February 2000. Resurfacing and reconstruction of Stoopville Road totaled approximately \$750,000)

Our Township went through a very lengthy and in-depth engineering study to determine the appropriate safety improvements for Swamp Road and the communities along Stoopville road expect nothing less. Surely there is no community support for the proposed Stoopville Road Rehabilitation Project that will only encourage higher volume of traffic and faster speeds. We implore you to postpone this project on the TIP until we know what the future traffic patterns will be and the proper studies are performed. Thank you for your consideration.

Sincerely,

D. Richard Tonge

D. Richard Tonge
Treasurer

cc: Bucks County Planning Commission Board:

Robert H. Grunmeier, Chairman
Geryl D. McMullin, Vice-Chairman
James J. Stoeckert, Secretary
Kathleen M. Babb, Member
Joseph J. Bonargo, Member
Edward Kisselback, Jr., Member
David H. Platt, Member
Darren Hoffinan, Member
Lynn Bush, Executive Director, BCPC
Dave Johnson, G.I.S. Director, BCPC
Rich Brahler, Transportation Planner

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R.R.T.S.**Residents for Regional Traffic Solutions, Inc.**

PO Box 285
 Newtown, PA 18940
 RRTSbucks@aol.com

Honorable Charles Martin
 Bucks County Commissioner
 55 E. Court St., 5th Floor
 Doylestown, PA 18901

October 16, 2002

Re: Prioritization and Endorsement of DVRPC Draft FY 2004 Work Program Projects

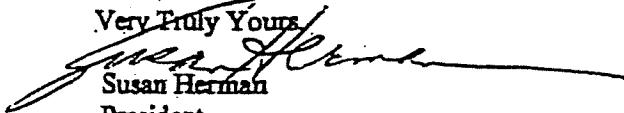
Dear Honorable Charles Martin,

Attached please find a memo to Lynn Bush regarding the subject matter. We have requested that the Bucks County Planning Commission give the highest priority to a new project that has been suggested by the Transportation Planning Staff for inclusion in the DVRPC FY 2004 Work Program. This project, entitled **Closed Loop Traffic Signal Optimization Program**, is outlined in Exhibit A (distributed at the Regional Citizens Committee meeting yesterday). As outlined in the exhibit, this project will enable DVRPC to assist PennDOT District 6-0's Traffic Engineering Unit in performing the functions that optimize the effectiveness of a Closed Loop System such as the one recently installed on the Newtown Bypass. There will be 1-2 closed loop systems studied in each county each year.

As you know, the traffic conditions along Worthington Mill, Stoopville and Lindenhurst Roads have worsened since the weight-restriction on the Swamp Rd. culvert was reduced to 10 tons, resulting in the diversion of empty trucks, as well as, heavy trucks onto this route and away from the Newtown Bypass. In addition, the many traffic lights on the Bypass are still not synchronized, which discourages truckers from using it. Now that the Closed Loop System has been recently completed on the Bypass (last month), it is essential that it be debugged and function optimally in the shortest timeframe possible. Once optimized, it will be essential that it be continually monitored to ensure its effectiveness. We implore you to make this project your highest priority for the DVRPC FY 2004 Work Program and request that you select the Newtown Bypass Closed Loop System to be studied on an accelerated basis in Bucks County. Our situation will accelerate in its deterioration if the lights are not synchronized well before the 2005 construction of the I95-PA Turnpike Interchange, a project that will require millions of tons of additional stone from the Wrightstown quarries. It will take time for truckers, as well as passenger car operators, to break the habit of using the Worthington Mill-Stoopville-Lindenhurst route and switch to using the Bypass.

Marcy Conti spoke to Lynn Bush yesterday and Lynn plans to be at the DVRPC Work Program meeting tomorrow where she will advocate for this project. We greatly appreciate this. Please get back to me regarding your position on this matter. I can be reached by phone at 215 504-9670, by fax at 215 504-0757, and by email at RRTSbucks@aol.com. Thank you for considering this request.

Very Truly Yours


 Susan Herman
 President

CC: Governor Mark Schweiker
 United States Congressman James Greenwood
 Sean Slack, District Director for U.S. Congressman James Greenwood
 John Coscia, Executive Director/ DVRPC
 Secretary of Transportation, Honorable Bradley Mallory
 Lynn Bush, Executive Director/ Bucks County Planning Commission
 State Senator, Joseph Conti
 State Representative, David Steil

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Pg 4/3

Residents for Regional Traffic Solutions, Inc. EAT 00

PO Box 285
Newtown, PA 18940

RRTSBUCKSPA@aol.com

Ms. Marcy Conti
Vice President
Residents for Regional Traffic Solutions, Inc.
P.O. Box 285
Newtown, PA 18940

February 27, 2003

Dear Ms. Conti,

This letter will apprise you of several points made in a meeting I attended in State Representative Steil's office on February 13, 2003. Mrs. Barbara Alba (Lower Makefield Township resident) arranged this meeting with Representative Steil and asked Richard Tonge and myself to accompany her as "historians", since we have been involved for so long in rectifying the traffic safety crisis in our region.

1.) Mrs. Alba asked Representative Steil for his position on the turnback of Lindenhurst Road. He said he is against the turnback and will not support taking care of one neighborhood at the expense of another. For instance, he said if Lindenhurst Road was restricted to trucks, the trucks would seek out other roads in Lower Makefield to get to I-95 (eg. Dolington Rd. or Quarry Rd.) and then he would have residents from Farmview in his office protesting the truck traffic.

He said if all the townships in the region that are affected by truck traffic sit down and develop a plan for improving safety, these would be the only recommendations he would support. He recommended to Mrs. Alba that Lower Makefield Township (LMT) become part of the Jointure.

Mrs. Alba repeated that she felt the volume of commercial traffic on Lindenhurst Road, a residential road, is unacceptable. Representative Steil stated that the accident data doesn't support this. I stated that I got involved in this safety issue 3 1/2 years ago when a Council Rock school bus filled with kids was almost hit by an 80,000-lb. loaded quarry truck at the bus stop at Lindenhurst Rd. and Autumn Drive. I also stated that at a recent LMT Board of Supervisors meeting, a resident spoke of her daughter almost being hit by a quarry truck when crossing Lindenhurst Rd. to board her school bus at the Trowbridge Dr. bus stop.

Representative Steil stated that we don't have data regarding near-misses. I asked him how such data might be collected and he said one way would be to have Pennsbury bus drivers report near-misses to their Transportation Department!

2.) I asked Representative Steil what good an agreement between all townships would be, given that Newtown Township recently removed the NO CONNECTOR ROAD clause from the Intergovernmental Agreement. To my surprise, he responded that this was never part of the negotiations. I informed him that during the 3 1/2 years of my involvement with this issue, I have known that the underlying premise for the negotiations was that there be no connector road (otherwise known as "Concept Way") between Newtown's OR District and Lindenhurst Road. This premise led to LMT negotiating for an internal road intersecting the Newtown Bypass to service the

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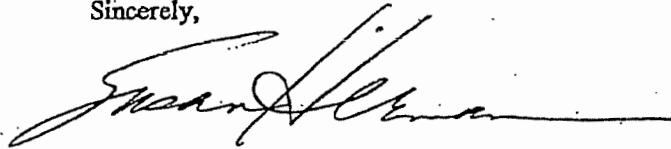
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OR District. Clause #5 of Exhibit I (LMT Intergovernmental Agreement Draft sent to Newtown Township) clarifies that the understanding was that there be no connector road to Lindenhurst Road.

Representative Steil went on to say that this NO CONNECTOR ROAD issue was not part of the letter he wrote to both townships regarding the negotiations (Exhibit II) and if LMT had an issue with this, it should have been raised upon receipt of the letter. He said it isn't okay to be adding new issues to the table now.

My personal conclusion is that clearly Representative Steil has forgotten that he represents LMT and has twisted and spun the facts regarding the negotiations so that LMT is not protected from being linked to the OR District. I can only conclude that he sanctions Concept Way, a road that will encourage more traffic to bypass the Bypass. Concept Way will make the traffic safety crisis that already exists on Worthington Mill, Stoopville and Lindenhurst Roads (residential collector roads with in excess of 155 access points) even worse. The safety of residents and travelers in our region will be further compromised by Concept Way and this road will lead to construction of the Northern Bypass right through our residential neighborhoods!

Sincerely,



Susan Herman
President

Cc: Barbara Alba
Richard Tonge
John Cowley
Representative David Steil

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Ex. 37

Cc: Governor Ed Rendell
Honorable Charles Martin, Bucks County Commissioner
Lynn Bush, Executive Director/ Bucks County Planning Commission
State Senator Joseph Conti
United States Congressman, James Greenwood
Secretary of Transportation, Honorable Allen Biehler
Sean Slack, District Director for U.S. Congressman James Greenwood
John Coscia, Executive Director/ DVRPC
Lower Makefield Township Board of Supervisors



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Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940

RRTSBUCKSPA@aol.com

State Representative David Steil
2 North State Street
Newtown, PA 18940

March 13, 2003

Dear Representative Steil,

As per our conversation in your office on the morning of February 13, 2003, attached as Exhibit I is the description of Project 4-43-015: Closed Loop Traffic Signal Optimization Program from the Fiscal Year 2004 Work Program (approved by the Delaware Valley Regional Planning Commission Board in January, 2003). We feel it is urgent that the Newtown Bypass be selected for study in Bucks County to make it a more desired route for the heavy truck traffic in our region. This would go far in remedying the traffic safety crisis that exists because heavy commercial traffic has gotten into the habit of using residential routes to get to I-95 due to the 30 -year restriction on Swamp Road and the unsynchronized lights on the Bypass.

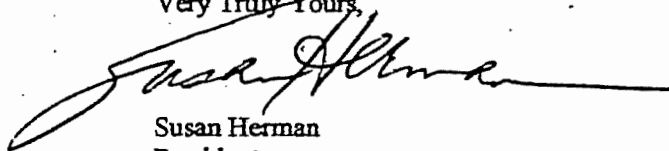
Also attached for your review is a letter dated October 16, 2002 from me to Honorable Charles Martin that describes our interest in this project in greater detail. **Can you please let us know what you can do to ensure that the Newtown Bypass is selected and studied on an accelerated basis?** Monies are available to begin this project now as outlined in Exhibit I (see Project Cost and Funding).

As you are aware, our situation will accelerate in its deterioration if the lights are not synchronized well before the 2005 construction of the I-95/ PA Turnpike Interchange, a project that will require millions of tons of additional stone from the Wrightstown quarries. I am sure you will agree it is imperative that everything be done to ensure that the safest highway in our region for commercial traffic, the Newtown Bypass, be the preferred route for the Swamp Road quarry trucks enroute to I-95. By all traffic safety data, this type of highway (due to its limited access, in particular) is by far the safest option for these heavy commercial vehicles. As Swamp Road is a principal arterial highway and in fact *turns into* the Newtown Bypass, it is logical and prudent for the safety of the citizenry at large that the Bypass and Swamp Road be made easily accessible and conducive to the Swamp Road quarry trucks.

The truckers have repeatedly said that the poor timing of the lights on the Bypass is a monumental deterrent. We are pleased that this issue is finally being addressed, as it was recommended by the DVRPC in a 1988 report to be Newtown Township's #1 top priority project and was fully funded at that time.

We greatly appreciate your attention to this matter and look forward to your response.

Very Truly Yours,



Susan Herman
President

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Residents for Regional Traffic Solutions, INC.

PO Box 285
Newtown, PA 18940

Ex. 38

RRTSBUCKSPA@aol.com

Board of Supervisors
Lower Makefield Township
1100 Edgewood Road
Yardley, PA 19067
June 2, 2003

Re: Intergovernmental Agreement

Dear Mrs. Godshalk, Mr Stainthorpe, Mr. Fegley, Mr. Hackman and Mr. Fazzalore,

Once again we are asking for your help with the Intergovernmental Agreement between Lower Makefield and Newtown Townships. We are alarmed, as it seems that Representative Steil and the Newtown Township Board of Supervisors, key players in the negotiations, have no intention of supporting an Agreement that protects the health, safety and welfare of residents and travelers along Lindenhurst Road.

On 12/11/02 the Newtown Township Supervisors voted to remove the "No Connector Road Clause" from the Intergovernmental Agreement. Mr. Scott Harp, in an effort to appease Lower Makefield Supervisors, wrote a letter to Mrs. Godshalk stating that in the Preliminary Plan for the Newtown Corporate Center, a deed restriction had been placed on Brandywine Boulevard to prohibit a connector road between this boulevard and Lindenhurst Road through the CAU property and then he said, "I believe that Lower Makefield Township can now execute the Intergovernmental Agreement..." This whitewashed effort to meet the demands of the Agreement is unacceptable.


Newtown Township Supervisors again demonstrated their lack of integrity at this past Wednesday's Board meeting. In the Final Plan approval stage for the McLaughlin Tract (a Toll development along Stoopville Road) the Supervisors duped the public by reversing a Right-of-Way (ROW) decision that had been won by residents through their hard efforts and repeated turnout at meetings throughout the approval process. The public followed the plan through the Sketch Plan and Preliminary Plan phases at both the Planning Commission and Board of Supervisors levels to ensure that the ultimate ROW was held at 40'. They feared that with a greater ROW, Messrs. Jirele and Goodnoe would succeed in building the Northern Bypass, which their actions show they are in favor of. Unfortunately, the public was not present at the meeting when Final Plan approval took place, and Tom Jirele bullied Dick Weaver into backing down from supporting the will of the people. Of course, it was the Jirele/Goodnoe team who voted with Mr. Weaver to go against the peoples' will after lulling residents into believing their will had mattered during the first 2 3/4 years of the 3 year approval process.

Lastly, in a 3/14/03 letter to Sue Herman (that Terry Fedorchak received a copy of) Representative Steil stated this regarding the Intergovernmental Agreement negotiations, "I will not deny that the subject of cut-throughs on the CAU Tract did arise on several occasions, but were never part of the negotiation and settlement agenda. My records indicate that it was supervisor Fegley who raised that issue...my letter of May 24, 2001 framed the entire context of our negotiations and agreement." Although Representative Steil is slick with his words, it is clear that he is disingenuous towards Lower Makefield.

We implore you, this evening, to take whatever action is necessary to put the brakes on proceeding with the loop ramp at the Newtown Bypass and I-95. We, residents, have worked side by side with you for 4 years and know that the "No Connector Road Clause" was integral to approval of the loop ramp and is our only hope for ensuring that the current traffic safety crisis is not exacerbated by additional OR traffic. We hope that we can count on you to truly care about our health, safety and welfare as you have professed you do.

Sincerely,

127/372


President

118/189

CC: Terry Fedorchak, Gene Dolnick (Pennsbury Board President), Ralph Nuzzolo (Pennsbury Superintendent)

Cc: Bob Pellegrino
Steve Harris, Newtown Township Solicitor
William Burke, Council Rock School Board President
Dr. Timothy Kirby, Superintendent of Council Rock School District
Jack Pinheiro, Council Rock Supervisor of Pupil Transportation
Gene Dolnick, Pennsbury School Board President
Ralph Nuzzolo, Pennsbury Superintendent
RRTS, Inc. membership
Lower Makefield Township Board of Supervisors
Terry Fedorchak

Jeff Garton, LMT Solicitor

Sister Dolores Beatty, Principal / Grey Nuns Academy

Dr. Bruce Johnson, Principal / Quarry Hill Elementary School

Norm Gross, Principal / Afton Elementary School

128/372

119/189

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

Newtown Township Board of Supervisors
100 Municipal Drive
Newtown, PA 18940
June 11, 2003
Re: McLaughlin Subdivision

Dear Mr. Harp, Mrs. Goren, Mr. Goodnoe, Mr. Jirele and Mr. Weaver,

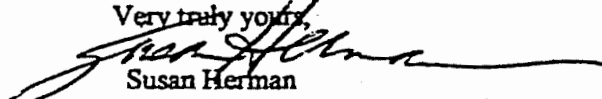
At midnight at your 5/28/03 Board meeting you discussed the Final Plan for the McLaughlin Subdivision. Your decision to revisit the Right-of-Way (ROW) for this tract at that late hour and that late stage of the approval process was a breach of public trust. Residents who live along Stoopville Road had obtained your approval for a 40' ultimate ROW (along the straightaway) through their hard efforts and repeated turnout at meetings throughout the approval process. The public followed the plan through the Sketch Plan and Preliminary Plan phases at both the Planning Commission and Board of Supervisors levels. Due to the public's repeated turnout at the Planning Commission level, the McLaughlin Tract was placed on the agenda for the 10/09/02 Board of Supervisors meeting as a discussion item. An 10/10/02 Bucks County Courier Times article (attached) reports that there were more than 70 residents present to discuss the McLaughlin Tract.

As you know, residents who live along Stoopville Road fear the construction of the Northern Bypass in their backyards. Messrs. Jirele, Goodnoe and Weaver, through their repeated actions, have demonstrated that they are in favor of this project which will bring higher volumes of commercial traffic traveling at greater speeds through residential neighborhoods, exacerbating the current traffic safety crisis on this road. Their statements that they do not support the Northern Bypass are contradicted by their actions. These individuals endorsed removing the "No Connector Road Clause" from the Intergovernmental Agreement that Lower Makefield Township had presented for their review. This clause was key to ensuring that the Northern Bypass would not be built.

Your Board's removal of this clause was also done behind the public's back. The "No Connector Road Clause" was present in the Intergovernmental Agreement when you approved it at your 11/20/02 Board of Supervisors meeting. An ordinance for adopting the traffic agreement with Lower Makefield Township was then advertised for public hearing at your next Board meeting on 12/11/02. Surprisingly, Mr. Jirele moved to strike the "No Connector Road Clause" from the Agreement and it was approved.

The residents who live along Stoopville Road have demonstrated how important a 40' ROW at the McLaughlin Tract is to them. In response to your contention that all other developments along the road have followed the ordinance, perhaps this subdivision should set a new precedent. This Board opted to maintain residential zoning along Stoopville Road and approved the construction of thousands of residences there. It is your duty to protect the health, safety and welfare of the very residents who live there; your insistence that Toll Brothers pursue an 80' ROW can only facilitate the building of the Northern Bypass. We implore you to reinstate the 40' ultimate ROW as approved by the Board of Supervisors on 02/12/03.

Very truly yours,


Susan Herman
President

129/372

120/189

NEWTOWN TOWNSHIP

Improvements to Swamp Road approved

Some residents think the approval will delay fixing a broken culvert that sends quarry truck traffic through neighborhoods along Stoopville and Lindenhurst roads.

By WINSLOW MASON JR.
COURIER TIMES

More than 70 residents from Newtown Township, Lower Makefield and Wrightstown crammed last night's Newtown Township board of supervisors meeting to talk about quarry truck traffic and other road issues.

But not everyone was happy with the board's actions.

A group of quarry truck drivers came to the meeting to protest. They feared the board would agree to take control of Lindenhurst Road away from PennDOT and put it in the hands of the Lower

Makefield supervisors, who want to restrict truck traffic.

The truck drivers say that, despite what residents say, they believe Lindenhurst and Stoopville roads — not the Newtown Bypass — to be the safest route to I-95.

A few spoke outside of last night's meeting.

"College students and quarry trucks just don't mix," said Rudy Blair, who owns R.P. Blair Trucking Company.

"Most of the drivers we talk to say they don't like the bypass because it's too much traffic. They don't like driving with the college students and the lights on the bypass

aren't timed. Lindenhurst Road and Stoopville Road is a safer route."

Craig Zucker, who owns C Z Lawn and Landscape, Inc., in Newtown Township, and Al Krygier, who owns Al Krygier trucking, agreed.

"A lot of truckers say that even if improvements were made to Swamp Road, they would still travel Stoopville and Lindenhurst because they don't want to drive with college students and drivers cutting in front of them on the bypass," Krygier said.

The supervisors unanimously approved a resolution asking PennDOT to simultaneously complete all road improvements to Swamp Road. The action came after PennDOT said that it would fix a broken culvert first and later make other improvements such as straightening curves and

widening shoulders along the hilly route.

Some residents believe the resolution will delay fixing a broken culvert that, because of weight restrictions, sends quarry truck traffic through residential neighborhoods along Stoopville and Lindenhurst.

"This is another stalemate," said Newtown resident Bob Murphy. "You people have done nothing to address this, except give us some bogus resolution. I've been following this issue for 30 years. Any of you people who are up for re-election, I say vote against the incumbent," he said before storming out of the room.

The supervisors believe fixing the culvert without making other improvements

See SWAMP, 3C

Thursday, October 10, 2002
BUCKS COUNTY COURIER TIMES

Swamp: Improvements to road approved by board

From Page 1C

will create a hazardous condition because they believe the road is presently unsafe for quarry trucks.

The supervisors also recommend 3-2 that Stoopville Road be widened to 11-foot lanes and 4-foot shoulders and that a right-of-way along the road be 40 feet, not 80 feet, which is what the township ordinance states.

Stoopville road residents fear a wider right-of-way will mean a wider road. Supervisors Anne Goren, Dick Weaver and Scott Harp supported their concerns.

But supervisors Rayn "Skip" Goodnoe and Tom J recommending following the township's ordinance of 80 feet. The board del recommendation until the planning commission can review. Their recommendation failed.

Lower Makefield superv Grace Godshalk and Stainthorpe, who came to the meeting along with other Lower Makefield residents, asked the two townships to continue to v together to address all concern

Winslow Mason Jr. can be reached at 949-4170 or wmason@phillyburbs.com

1301/372

121/189

EX-10

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com



Lower Makefield Township Board of Supervisors
1100 Edgewood Rd.
Yardley, PA 18940

July 23, 2003

Re: July 21, 2003 Public Comments; 2003 LMT Comprehensive Master Plan Update

Dear Mrs. Godshalk, Mr. Hackman, Mr. Fegley, Mr. Stainthorpe, and Mr. Fazzalore,

As you know, at the July 21, 2003 Board of Supervisors meeting I commented on the 2003 LMT Comprehensive Master Plan Update during public comment period. I expressed residents' alarm that the Street Hierarchy Map that was part of the 1992 Comprehensive Master Plan had been omitted from the 2003 Update. This map is critical to the transportation planning process in our township, as well as, in the region as a whole.

We formally request that you take whatever measures are necessary to reinstate this map in this document prior to the September 15, 2003 public hearing date that is scheduled for the document. It is no secret that the health, safety and welfare of residents along Lindenhurst Road is in jeopardy due to the poor transportation planning in our region and over 30+ years of political manipulation of truck traffic in our region. In order to rectify this critical public safety issue, politicians, as well as, residents will need to refer to the roadway classifications in the Street Hierarchy Map of LMT's Comprehensive Master Plan.



In response to my concern, Mr. Stainthorpe remarked that there have been no changes to the Street Hierarchy Map (roadway classifications) that was in the 1992 Comprehensive Master Plan. Since he is the Board representative for the Planning Commission, I trust that he is knowledgeable in this area. I also trust that it is evident that this important information needs to be documented in a formal Street Hierarchy Map in the 2003 Comprehensive Master Plan Update. This will be easily accessible to interested parties in our township and region. (Note: Mr. Stainthorpe and Mr. Fedorchak had also commented that there were no roadway classification changes at the June 16, 2003 Board meeting when it was announced that the 2003 Update would be available for public review, and I asked whether there had been any changes in functional classifications of roadways.)

Mr. Garton said that the omission of this map would be checked out. Mr. Hackman stated that perhaps someone had removed the maps from the library's documents. Mrs. Godshalk stated that perhaps the map wasn't included in the document because, per Mr. Stainthorpe, there were no changes made to it and so the old map would just be carried over to the final, approved 2003 Updated Plan. I returned to the library after the Board meeting, and concluded that neither Mr. Hackman's or Mrs. Godshalk's theories applied. The Street Hierarchy Map has been excluded from the document that will become Lower Makefield Township's official 2003 Comprehensive Master Plan and this needs to be rectified immediately.

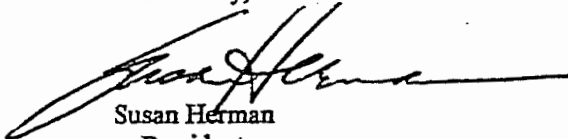
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Pg 1 of 2 131/372



For your convenience I have attached a copy of the Street Hierarchy Map from the document that you are updating which is entitled, Township of Lower Makefield; Comprehensive Master Plan Update, 1992. I look forward to learning of the actions you intend to take regarding this serious oversight at the next Board meeting.

Sincerely,



Susan Herman
President

CC: Ken Coluzzi (sitting in for Terry Fedorchak)
Terry Fedorchak
Jeff Garton, Esquire
Bob Williams, P.E.
Al Roeper, Chairman, Committee for the 2003 LMT Comprehensive Master Plan Update
Nancy Frick, Director of Zoning, Inspections and Planning
Lynn Bush, Executive Director, Bucks County Planning Commission
Charles Martin, Bucks County Commissioner
Michael Fitzpatrick, Esquire; Chairman, Bucks County Commissioners
Sandra Miller, Bucks County Commissioner
RRTS Membership

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Pg 2 of 2 132/372

Cc: United States Congressman James Greenwood
 Joe Szafran, Special Assistant to U.S. Congressman James Greenwood
 Sean Slack, District Director for U.S. Congressman James Greenwood
 Governor Ed Rendell
 Allen Biehler, Secretary of Transportation
 Gary Hoffman, P.E.; Deputy Secretary for Highway Administration
 State Senator, Joseph Conti
 State Representative, David Steil
 John Coscia; Executive Director, Delaware Valley Regional Planning Commission
 Michael Fitzpatrick, Esquire; Bucks County Commissioner
 Charles Martin, Bucks County Commissioner
 Sandra Miller, Bucks County Commissioner
 Andrew Warren; District Administrator, PennDOT District 6
 Lynn Bush; Executive Director, Bucks County Planning Commission
 Lower Makefield Township Board of Supervisors
 Dr. Timothy Kirby, Superintendent, Council Rock School District
 William Burke; Board President, Council Rock School District
 Ralph Nuzzolo; Superintendent, Pennsbury School District
 Gene Dolnick; Board President, Pennsbury School District

THANK YOU

133/312

124/189



R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285

Newtown, PA 18940

RRTSbucks@aol.com

Newtown Township Board of Supervisors
100 Municipal Drive
Newtown, PA 18940

August 27, 2003

Re: 2003 Bucks County TIP, Stoopville Road

Dear Messrs. Harp, Jirele, Weaver, Goodnoe and Mrs. Goren,

Your Planning Commission has concluded that the #1 priority project for Newtown Township's Bucks County TIP list should be the Stoopville Road Rehabilitation Project. We implore you NOT to adopt this project as defined by the Planning Commission, for it will exacerbate the traffic safety crisis that already exists on Stoopville Road.

At your 8/19/03 Planning Commission meeting your traffic engineer, Phil Wursta, stated this about the Rehabilitation Project:

1.) *Includes horizontal realignment of the road.*

Our response: As it is a known fact that curves along a road serve as a traffic calming measure, the residents vehemently oppose any further straightening of Stoopville Road. Residents have complained bitterly about the outrageous travel speeds of the current dangerous mix of traffic. Straightening the road will enable the traffic to go faster and encourage higher volumes of traffic.

2.) *When asked by a representative of Eagleton Farms sub-division about the specifics regarding lane widths and shoulders recommended in the project, Mr. Wursta said he intended to keep the wording "vague".*

Our response: Despite residents' outcries in opposition to widening the lanes on Stoopville Road to 12' and straightening the road, Newtown Township's repeated efforts to take these measures are a matter of public record. Residents demand traffic calming measures only.

The untimed traffic lights on the Newtown Bypass, along with the more than 30-year weight restriction of Swamp Road, has resulted in the diversion of hundreds of Swamp Road quarry trucks, as well as other vehicles, onto Stoopville Road daily. Your township then uses this **manipulated traffic flow** as justification to widen and straighten this road. This is clear deception on the part of the Board and a total disregard for the safety of the families that moved into the 2,000 homes that you approved for development along Stoopville Road.

Your continued failure to synchronize the lights on the Newtown Bypass is unacceptable. The Delaware Valley Regional Planning Commission identified this as the MOST important project in Newtown Township in 1988 and it was fully funded! Sadly, as recently as last week, a quarry truck operator told one of our members that, "My brakes are smoking by the time I'm done traveling the Bypass."

3.) *Includes realignment of the intersection at Stoopville Road and Rte. 532 to make it more of a "T" pattern.*

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Our response: This intersection was recently redone. We do not want to make it more convenient for traffic to go through this intersection, as this will encourage higher volumes of traffic to use this route as a cut-through to Interstate 95.

It is clear that neither your traffic engineer nor your Planning Commission acknowledge the seriousness of the traffic safety crisis on Stoopville Road. We believe there is a strong appearance of conflict of interest for Mr. Wursta. He is traffic engineer for both Newtown and Wrightstown Townships, townships with self-interested agendas regarding traffic flow in our region. These townships have succeeded in keeping a State Principal Arterial Highway with four (4) quarries on it restricted to heavy trucks for 30+ years, diverting this traffic onto a 9.7 mile circuitous residential route. This residential route, which now has 155 access points, literally bypasses the Newtown Bypass, the safest road in the region for commercial traffic. We believe it is impossible for Mr. Wursta to be objective in his recommendations for Stoopville Road.

We also wish to express our profound disappointment that your Board of Supervisors still does not acknowledge the seriousness of the traffic safety crisis on Stoopville Road. On the heels of your decision to overturn the 40' Right-of-Way along the McLaughlin Tract, the Eagleton Farms Homeowners Association presented you with a Resolution imploring you to immediately evaluate traffic calming measures for Stoopville Road and report the findings to residents within 60 days. The Resolution (Attachment I) was presented to you at your July 9, 2003 Board of Supervisors meeting. We are in disbelief that you will not even be considering the request until your September 15, 2003 Work Session meeting, more than 60 days after the Homeowners Association approached you. Your lack of response to this matter highlights the appearance of conflict of interest for many Board members on this issue. Since Mr. Harp and Mr. Weaver live off the Newtown Bypass and Mr. Jirele's family lives off Swamp Road, we believe it is impossible for this Board to address this issue in the fair and urgent manner that it needs.


In addition, a glaring conflict of interest exists with PennDOT District 6 Administrator, Andrew Warren, who currently resides just off the Newtown Bypass and previously resided in another sub-division just off the Bypass. Mr. Warren has also previously been employed within Newtown Township. His actions and inactions have demonstrated that he has been aligned with politicians in the region (both state and local) who have been satisfied to keep Swamp Road restricted to heavy trucks and divert them to less appropriate routes. It is also common knowledge that Mr. Warren (unlike, in our understanding, all other PennDOT District Administrators) is not a Professional Engineer (P.E.). Residents strongly believe that the complexity and seriousness of this situation warrant that an impartial Professional Engineer at the Harrisburg level be charged with its oversight.

We respectfully request that the #1 priority project for Newtown Township's Bucks County TIP be Implementation of Traffic Calming Measures for Stoopville Road and that this Board ask PennDOT, Harrisburg staff (an impartial body) to fast track an evaluation of traffic calming measures for the road and provide a budget figure. If a budget figure cannot be obtained by the September 19, 2003 deadline, then we propose listing the project pending the budget figure.

We implore you to act on this proposal immediately before a tragic accident occurs on Stoopville Road.

Very truly yours,


Susan Herman
President


Richard Tonge (8th)
Secretary

126/189

135/392

Cc: United States Congressman James Greenwood

Ex. 42

Joe Szafran, Special Assistant to U.S. Congressman James Greenwood

Sean Slack, District Director for U.S. Congressman James Greenwood

✓ Governor Ed Rendell

✓ Allen Biehler, Secretary of Transportation

✓ Gary Hoffman, P.E.; Deputy Secretary for Highway Administration

✓ State Senator, Joseph Conti

✓ State Representative, David Steil

✓ John Coscia; Executive Director, Delaware Valley Regional Planning Commission

Michael Fitzpatrick, Esquire; Bucks County Commissioner

Charles Martin, Bucks County Commissioner

Sandra Miller, Bucks County Commissioner

Andrew Warren; District Administrator, PennDOT District 6

Lynn Bush; Executive Director, Bucks County Planning Commission

Terry Fedorchak, Lower Makefield Township Manager

Dr. Timothy Kirby, Superintendent, Council Rock School District

William Burke; Board President, Council Rock School District

Ralph Nuzzolo; Superintendent, Pemsbury School District

Gene Dolnick; Board President, Pemsbury School District

Robert Williams, P.E.: engineer for Lower Makefield Township

Jeffrey Garton, Esquire; solicitor for Lower Makefield Township

Copy to all

... received ...

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127/189

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

Lower Makefield Township Board of Supervisors
1100 Edgewood Rd.
Yardley, PA 18940

September 15, 2003

Re: Bucks County TIP Projects:

- (1) Implementation of Traffic Calming Measures on Lindenhurst Road
- (2) Stoopville Road Rehabilitation Project

Dear Mrs. Godshalk, Mr. Hackman, Mr. Fegley, Mr. Fazzalore and Mr. Stainthorpe,

We request that you take the following actions regarding two TIP projects that are being recommended for the 2003 Bucks County TIP:

Implementation of Traffic Calming Measures on Lindenhurst Road (to be submitted to the BCPC by Lower Makefield Township)

- 1.) We respectfully request that you make this project your #1 priority due to the dangerous traffic condition that exists on Lindenhurst Road.
- 2.) We respectfully request that you recommend that Andrew Warren withdraw from the TIP decision-making process for this project. Mr. Warren has a glaring conflict of interest when it comes to decisions regarding Lindenhurst Road, as such decisions have a direct affect upon traffic on the Newtown Bypass. He currently resides just off the Newtown Bypass and previously resided in another sub-division just off the Bypass. Mr. Warren's actions and inactions have demonstrated that he has been aligned with politicians in the region (both state and local) who have encouraged commercial traffic to bypass the Bypass. These parties were satisfied to (a) keep Swamp Road restricted to heavy trucks for over 30 years and divert them to less appropriate routes and (b) accept untimed lights on the Newtown Bypass (It is important to note that in a 1988 study conducted by the DVRPC, entitled Newtown Township Traffic Study, it was recommended that Newtown Township make the timing of the Bypass lights its #1 priority project and this project was fully funded.)

Residents strongly believe that an impartial Professional Engineer at the Harrisburg PennDOT level is required to ensure that there is objectivity in the decision-making process for this project.

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**Stoopville Road Rehabilitation Project
(to be submitted to the BCPC by Newtown Township)**

1.) This project calls for the realignment of the intersection of Stoopville Road and Route 532 to more of a "T" pattern. This intersection is located in Lower Makefield Township. We respectfully request that you OPPOSE the realignment of this intersection, as this is a blatant step toward implementation of the Northern Bypass (as shown in the attached Figure 28 taken from the aforementioned DVRPC study). Page 81 of the study states, "To affect a northern bypass via Stoopville Road, it is vital to realign this intersection."

As you may be aware, Newtown Township has been methodically putting the "northern bypass" into place piece by piece during the TIP process over the years. At the same time, as recently as summer of 2003, the Newtown Township Supervisors looked constituents in the eye and passed a lip-service resolution sent to PennDOT stating that they were not in favor of a northern bypass.

The Northern Bypass (or any steps toward it) will encourage higher volumes of traffic at greater speeds along Lindenhurst, Stoopville and Worthington Mill Roads. We trust that Lower Makefield Township will not support this project given the already volatile traffic situation that exists on these minor, residential, collector roads.

Newtown Township supervisors (and traffic engineer) maintain that the realignment will serve as a traffic calming measure to slow traffic down that is traveling west on Route 532 and then north on Stoopville Road. We suggest that a traffic light be added at the intersection, while maintaining its current configuration, and that traffic calming measures be installed on the straightaway on Stoopville Road just beyond the intersection. Newtown Township residents have been actively imploring their Board of Supervisors to implement traffic calming measures on Stoopville Road.

Upper Makefield Township is currently in discussions with developers regarding another 450 or so homes that will be developed in the vicinity of this intersection. It is certain that a traffic light will be installed at the intersection of Highland Road and Route 532. This will serve as a traffic calming measure.

We would appreciate a response to these requests this evening and thank you for your consideration.

Sincerely,



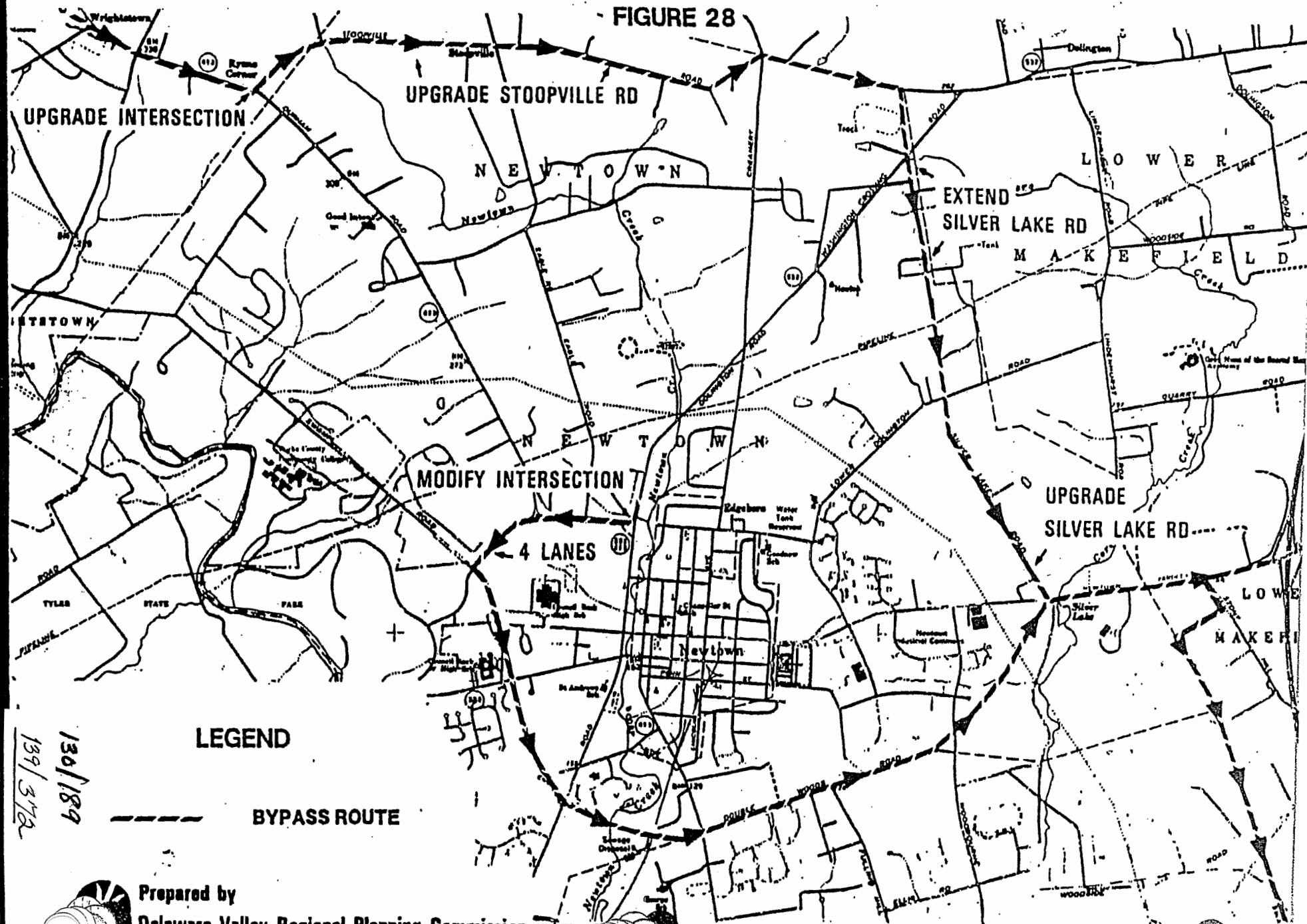
Susan Herman
President

138/372

129/189

PLANNED 2000 HIGHWAY NETWORK NORTHERN BYPASS SCENARIO

FIGURE 28



LEGEND

----- BYPASS ROUTE

130/189
139/372

Prepared by
Delaware Valley Regional Planning Commission

61

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

Richard Brahler, Senior Transportation Planner
Bucks County Transportation Improvement Program
The Almshouse Neshaminy Manor Center
1260 Almshouse Road
Doylestown, PA 18901

September 17, 2003

RE: 2003 T.I.P. SUBMISSIONS

Dear Mr. Brahler:

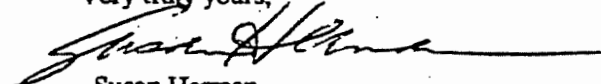
We respectfully request that you include the following two projects in the 2003 Bucks County Transportation Improvement Program. Our organization, Residents for Regional Traffic Solutions, Inc., is a regional citizens group that represents well in excess of 8,000 residents from Lower Makefield, Upper Makefield, Newtown, Wrightstown and Northampton Townships.

- (1) Lindenhurst Road Traffic Calming
- (2) Stoopville Road Traffic Calming

If you have any questions regarding this request or the accompanying BCTIP applications for these two projects, please do not hesitate to call me at (215) 504-9670.

Thank you for your consideration.

Very truly yours,



Susan Herman
President

- Cc: United States Congressman, James Greenwood
 Joe Szafran, Special Assistant to U.S. Congressman James Greenwood
 Sean Slack, District Director for U.S. Congressman James Greenwood
 Governor Ed Rendell
 Allen Biehler, Secretary of Transportation
 Gary Hoffman, P.E.; Deputy Secretary for Highway Administration
 John Coscia; Executive Director, Delaware Valley Regional Planning Commission
 Michael Fitzpatrick, Esquire; Bucks County Commissioner
 Charles Martin, Bucks County Commissioner
 Sandra Miller, Bucks County Commissioner
 Lynn Bush; Executive Director, Bucks County Planning Commission
 Dr. Timothy Kirby; Superintendent, Council Rock School District
 William Burke; Board President, Council Rock School District
 Ralph Nuzzolo; Superintendent, Pennsbury School District
 Gene Dolnick; Board President, Pennsbury School District

140/372

131/189

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

Lower Makefield Township Board of Supervisors
1100 Edgewood Rd.
Yardley, PA 18940

September 30, 2003

**RE: Draft of Lower Makefield Township Comprehensive Master Plan (LMT CMP)
Update, 2003**

Dear Mrs. Godshalk, Mr. Hackman, Mr. Fegley, Mr. Fazzalore and Mr. Stainthorpe,

Thank you for the opportunity to comment on the subject document at the public hearing you held on September 15, 2003. Below are the comments that I made on behalf of Residents for Regional Traffic Solutions, Inc. We would greatly appreciate it if you would consider these for inclusion in the Final 2003 Comprehensive Master Plan Update that will be voted upon at your Board of Supervisors meeting on Monday, October 6, 2003.

1.) We thank you and the Planning Commission for agreeing to include the Street Hierarchy Map as an exhibit in this document.

2.) Page 91 in the 1992 Update, LMT CMP says, "The responsibility of the township is to balance the needs of traffic flow and the land use goals that have been set."... "It is important for the township to balance the needs of traffic flow with the other goals of the community..."

We respectfully request that the Board add these statements to the CPM, 2003 Update. We believe that balancing traffic flow and land use is imperative in order to protect the health, safety and welfare of residents and provide a high quality of life for residents.

3.) We respectfully request that a statement be added to indicate the township's commitment to acknowledge the hierarchy of the roadway functional classification system and acknowledge that road function should match land use. In addition, we ask that it be stated that the highest priority of the township and region will be that all Arterial Highways and Expressways in the region function optimally (including being able to be traversed by ALL vehicles, regardless of weight) so that commercial traffic will favor using them over roads of lesser order functional classification.

4.) Page 96 of the 1992 Update LMT CMP states, "Preliminary discussions are underway to improve the highway access from the center of the county (Doylestown area) to Route I-95 in order to remove interstate-bound traffic from local residential streets. The township should continue to work with Newtown Township to provide a "northern bypass" from Lindenhurst Road/Route 332 north to Route 413 for better traffic circulation to I-95."

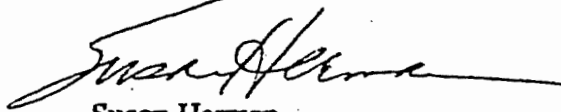
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While no mention of the "northern bypass" is made in the 2003 Update of the LMT CMP, we believe the language in the Transportation Planning and Planning & Zoning in Surrounding Municipalities sections allows for and encourages the building of such a bypass. We respectfully request that you clearly state that Lower Makefield Township is not going to pursue or support the "northern bypass" in this 2003 Update of the Lower Makefield Township Comprehensive Master Plan.

Once again, thank you for the opportunity to participate in this process and for your consideration of these important points.

Sincerely,



Susan Herman
President

Cc: **United States Congressman James Greenwood**
Joe Szafran, Special Assistant to U.S. Congressman James Greenwood
Sean Slack, District Director for U.S. Congressman James Greenwood
Governor Ed Rendell
Allen Biehler, Secretary of Transportation
Gary Hoffman, P.E.; Deputy Secretary for Highway Administration
State Senator, Joseph Conti
State Representative, David Steil
John Coscia; Executive Director, Delaware Valley Regional Planning Commission
Michael Fitzpatrick, Esquire; Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Sandra Miller, Bucks County Commissioner
Andrew Warren; District Administrator, PennDOT District 6
Lynn Bush; Executive Director, Bucks County Planning Commission
Terry Fedorchak, Lower Makefield Township Manager
Dr. Timothy Kirby, Superintendent, Council Rock School District
William Burke; Board President, Council Rock School District
Ralph Nuzzolo; Superintendent, Painsbury School District
Gene Dolnick; Board President, Painsbury School District

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**Bucks County Transportation Improvement Program Public Meeting
October 9, 2003**

ORAL TESTIMONY SUBMISSION

Persons Testifying: Susan Herman, Marcy Conti

Organization: Residents for Regional Traffic Solutions, Inc. (RRTS)
P.O. Box 285
Newtown, PA 18940
ph: 215 504-9670
fax: 215 504-0757
email: RRTSbucks@aol.com

Project Name(s): (1) Lindenhurst Rd. Traffic Calming
(2) Stoopville Rd. / Worthington Mill Rd. Traffic Calming

Thank you for this opportunity. I am Marcy Conti and this is Sue Herman of Residents for Regional Traffic Solutions, Inc., or RRTS. Our regional citizens group represents well in excess of 8,000 residents from five townships.

We are here in support of the TIP applications submitted for Lindenhurst and Stoopville Roads Traffic Calming Projects. Lower Makefield Township submitted the Lindenhurst Road Traffic Calming project as their number one priority. In addition, RRTS submitted TIP applications for these projects. RRTS would like to amend its Stoopville Road Traffic Calming TIP application and add Worthington Mill Road Traffic Calming to this project. We alerted Mrs. Bush of our oversight and she suggested we bring it to your attention tonight. We have included a copy of our revised TIP application in our oral testimony submission (see Exhibit D). We respectfully request that you fast-track implementation of traffic calming on Lindenhurst, Stoopville and Worthington Mill Roads, in order to avert an impending tragedy. Numerous near-misses have been reported involving heavy trucks, school buses and our school children. We are experiencing a traffic safety crisis on these secondary roads.

Since we made Deputy Secretary Hoffman personally aware of our safety crisis in May 2003, he has marshaled his entire professional PennDOT Harrisburg staff to do three things: first, to expedite replacement of the Swamp Road culverts by August, 2004 (the posted culvert that your Board broke out as Phase I in the last TIP round and the one south of it, as it is precariously close to being weight-restricted), second, his staff will review the timing of the Newtown Bypass lights, and third, his staff will investigate the serious traffic safety problem on Worthington Mill Road. We greatly appreciate his commitment to get involved in the safety crisis in our area.

We ask for similar effort from you toward implementing traffic calming measures on the aforementioned roads. A high volume of heavy truck traffic is bypassing Route 332, the Newtown Bypass (a four lane, limited access divided highway), and using these minor, residential collector roads as a cut-through en route to I-95. The cut-through quarry truck traffic is compelled to push the speed limit, as drivers are paid by the load and the industry often promises on time deliveries. Truckers know that they are less likely to be stopped on minor roads. Dozens of school

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buses that necessarily use these roads to pick up and drop off our children are mixed with, in excess of, 800 heavy trucks/day, weighing up to 80,000 pounds each.

Traffic coming from I-95 travels west along the Newtown Bypass for ¼ mile and then turns north onto Lindenhurst Road, the first leg of the 9.7-mile, circuitous residential route (see map, Exhibit II). This route continues along Stoopville and Worthington Mill Roads. In total, there are in excess of 155 access points, most residents' driveways [blue pins] and feeder roads from sub-divisions housing over 7,000 residents. There are four Wrightstown quarries located on Swamp Road, a principal arterial highway. A 10-ton posted culvert here precludes ALL trucks from using this 2-mile segment of Swamp Road that has 16 points of access and runs into the Bypass.

We have included a CD-ROM that contains three videos in our written testimony submission and we ask that you take the time to view it. Video #1, entitled BYPASSING THE BYPASS, shows over 90% of commercial traffic turning off the Newtown Bypass and using the residential route as a cut-through, beginning with Lindenhurst Road. Residents are fearful for their children and themselves who must regularly travel these minor roads. This is a suburban/rural setting whereby residents must travel by car or school bus for their daily activities outside the home. In November, 2002 the principal of Quarry Hill Elementary (one of three elementary schools located just off Lindenhurst Road), stated this at a Lower Makefield Township Board of Supervisors meeting, "We take a chance every day when we put hundreds of kids from Afton, Quarry Hill and the Grey Nun Academy on the buses up there... It's a matter of time. We need to take the issue into our own hands and do what we need to do... we have to take back the [Lindenhurst] road." (See newspaper article, Exhibit III.) In light of PennDOT's rejection of Lower Makefield's request to take back Lindenhurst Road from the State in the interest of public safety, we implore you, tonight, to implement these traffic-calming projects within the first year of the Twelve Year Program.

On July 9, 2003 the Board of Trustees of the Eagleton Farms Homeowners Association (EFHA) presented a Resolution at the Newtown Township Board of Supervisors meeting that stated, "... WHEREAS, the EFHA has followed the regional traffic issues, which include the increased truck traffic on Stoopville Road, out of concern for the safety of its residents ... the Board of Trustees requests the Newtown Township Board of Supervisors to direct the township's engineer to conduct a study of potential traffic calming measures for Stoopville Road... [and] direct that a presentation on the study results be made at a regularly scheduled NTBS meeting within 60 days of this date." (See Exhibit IV)

A July 14, 2003 letter (Exhibit V) from an Eagleton Farms Subdivision representative to the Council Rock School Board President stated this about Stoopville RD: "We hope that you (as we, and all other parents) find this serious safety issue one that has been ignored for too long."

In a June, 2003 letter to PennDOT (Exhibit VI), the superintendent of Council Rock School District stated this about Worthington Mill Road, "The safety of our students is of paramount importance... we have averaged stopping 40 times per day on this relatively short stretch of winding, narrow road. Worthington Mill Road under present conditions and circumstances requires action to insure the safety of our students." Videos #2 and #3 on the aforementioned CD-ROM will show you why. Video #2 is a CBS/ KYW NEWS SEGMENT that aired at 6 PM on June 5, 2003 and video #3 is entitled TRUCK DANGER on WORTHINGTON MILL ROAD.

Residents are outraged that this safety crisis has been brought about and encouraged by state and local politicians who have been satisfied to keep Swamp Road closed to heavy trucks for over 30

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years and who have accepted untimed lights on the Newtown Bypass, despite a 1988 DVRPC study* that placed *synchronization of the bypass lights* as Newtown Township's No. 1 top priority project (fully funded at that time). PennDOT's District 6 must take responsibility for its part in creating this public safety crisis through both its inaction and actions.

We ask that you join with us in recommending that Mr. Warren recuse himself from the TIP decision-making process for these projects because of the obvious conflicts of interest that exist. As a long time resident of this area, Mr. Warren naturally has many ties and the divisive nature of the traffic problems here demand a nonaligned professional. In addition, decisions regarding these minor residential collector roads will have a direct affect upon traffic on the Newtown Bypass, and Mr. Warren has resided adjacent to the Bypass for years.

We implore you to join with us in recommending that an impartial Professional Engineer at the PennDOT Harrisburg level be assigned to evaluate these projects throughout the TIP process. As you may know, District 6 is the only district in the Commonwealth of Pennsylvania without a certified Professional Engineer (P.E.) at its helm.

During the last TIP round, you took unprecedented steps to do the right thing in the interest of the public's safety at large and we greatly appreciated this. We are before you, once again, to ask you to act boldly and swiftly before a bus load of kids gets killed.

We would like to show you some stills from the three videos that are being submitted.

Thank you for your time and continued efforts to address this safety crisis.

* entitled Newtown Township Traffic Study

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R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285

Newtown, PA 18940

RRTSbucks@aol.com

BUCKS COUNTY TRANSPORTATION IMPROVEMENT PROGRAM PUBLIC MEETING
OCTOBER 9, 2003

WRITTEN TESTIMONY SUBMISSION (# pages: 34)

- RE: Project Names: (1) Lindenhurst Road Traffic Calming
(submitted by Lower Makefield Township as the #1 priority and by RRTS)
- (2) Stoopville RD / Worthington Mill RD Traffic Calming
(submitted by RRTS)

OBJECTIVE: Our purpose is to gain your support for implementing traffic calming measures on Lindenhurst, Stoopville and Worthington Mill Roads within the first year of the Twelve Year Program, so as to avert an impending tragedy. We request that traffic calming measures such as Raised Median Islands/Pedestrian Refuges, Textured /Raised Crosswalks and Speed tables/speed humps be evaluated for immediate implementation on these minor, residential collector roads in order to: (a.) reduce the speed and volume of traffic to ensure that levels correspond to the functional classification and residential land use of the roads and (b.) reduce cut-through traffic including heavy industrial traffic. The TIP applications for these projects are ~~in Exhibit I.~~ ^{attached,} Note that Lower Makefield Township submitted the Lindenhurst Road Traffic Calming Project as the number one priority.

A high volume of heavy truck traffic is bypassing Route 332, the Newtown Bypass (a four lane, limited access divided highway), and using these secondary roads as a cut-through en route to I-95. The cut-through quarry truck traffic is compelled to push the speed limit, as drivers are paid by the load and the industry often promises on time deliveries. Truckers know that they are less likely to be stopped on minor roads. Dozens of school buses that necessarily use these roads to pick up and drop off our children are mixed with in excess of 800 heavy trucks/day, weighing up to 80,000 pounds each. Numerous near-misses have been reported involving heavy trucks, school buses and our school children.

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SUMMARY



- The speakers who gave oral testimony on October 9, 2003 represent Residents for Regional Traffic Solutions, Inc. (RRTS), a regional citizens' group. Members are from Lower Makefield, Upper Makefield, Newtown, Wrightstown and Northampton Townships and the organization represents well in excess of 8,000 residents.
- A high volume of heavy truck traffic is bypassing Route 332, the Newtown Bypass (a four lane, limited access divided highway), and using Lindenhurst, Stoopville and Worthington Mill Roads (all minor, residential collector roads) as a cut-through en route to I-95. The cut-through quarry truck traffic is compelled to push the speed limit, as drivers are paid by the load and the industry often promises on time deliveries. Truckers know that they are less likely to be stopped on minor roads. Dozens of school buses that necessarily use these roads to pick up and drop off our children are mixed with, in excess of, 800 heavy trucks/day weighing up to 80,000 pounds each. **Numerous near-misses have been reported involving heavy trucks, school buses and our school children. We are experiencing a traffic safety crisis on these secondary roads.**
- Traffic coming from I-95 travels west along the Newtown Bypass for ¼ mile and then turns north onto Lindenhurst Road, the first leg of the 9.7 mile, circuitous residential route (see Traffic Flow Map, Exhibit II). This route continues along Stoopville and Worthington Mill Roads. In total, there are in excess of 155 access points, most residents' driveways (blue dots) and feeder roads from sub-divisions housing over 7,000 residents. There are four Wrightstown quarries located on Swamp Road (a Principal Arterial Highway), just 3 miles north of where the Newtown Bypass runs into Swamp Road. A 10-ton posted culvert on Swamp Road just south of Worthington Mill Road, precludes ALL trucks from using the 2 mile segment of Swamp Road between Worthington Mill Road and the Bypass. (NOTE: this 2-mile restricted section of Swamp Road has 16 points of access.)
- On the enclosed CD-ROM (Exhibit III), video #1, entitled BYPASSING THE BYPASS, shows over 90% of the heavy commercial traffic turning off the Newtown Bypass and using the residential route as a cut-through, beginning with Lindenhurst Road. When viewing this video, please refer to the map in Exhibit II, as the green, pie-shaped markers point to the filming locations referenced in the video. Also note that the video script is Exhibit IV.
- Residents are fearful for their children and themselves who must regularly travel these routes. This is a suburban/rural setting whereby residents must travel by car or school bus for their daily activities outside the home. In November, 2002 the principal of Quarry Hill Elementary (one of three elementary schools located just off Lindenhurst Road), stated this at a Lower Makefield Township Board of Supervisors meeting, "We take a chance every day when we put hundreds of kids from Afton, Quarry Hill and the Grey Nun Academy on the buses up there... It's a matter of time. We need to take the issue into our own hands and do what we need to do... we have to take back the [Lindenhurst] road."(see newspaper article; page 7, Exhibit V). In light of PennDOT's rejection of Lower Makefield's request to take back Lindenhurst Road from the State in the interest of public safety, we implore you to implement the traffic-calming TIP projects for Lindenhurst, Stoopville and Worthington Mill Roads within the first year of the Twelve Year Program.



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- Exhibit V contains communications that focus on the traffic safety crisis and involve the Pennsbury School District and the Grey Nun Academy. This information was taken from a document entitled Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc. (October, 1971- October 8, 2003).
- On July 9, 2003 the Board of Trustees of the Eagleton Farms Homeowners Association (EFHA) presented a Resolution at the Newtown Township Board of Supervisors meeting that stated, "... WHEREAS, the EFHA has followed the regional traffic issues, which include the increased truck traffic on Stoopville Road, out of concern for the safety of its residents... the Board of Trustees requests the Newtown Township Board of Supervisors to direct the township's engineer to conduct a study of potential traffic calming measures for Stoopville Road... [and] direct that a presentation on the study results be made at a regularly scheduled NTBS meeting within 60 days of this date." (see Exhibit VI)
- Exhibit VII contains communications that focus on the traffic safety crisis and involve the Council Rock School District*. A July 14, 2003 letter from an Eagleton Farms Subdivision representative to the Council Rock School Board President states this about Stoopville Road: "We hope that you (as we, and all other parents) find this serious safety issue one that has been ignored for too long." (Exhibit VII, pages 8-10).

In a June, 2003 letter to PennDOT (Exhibit VII, page 7), the superintendent of Council Rock School District stated this about Worthington Mill Road: "The safety of our students is of paramount importance... we have averaged stopping 40 times per day on this relatively short stretch of winding, narrow road. Worthington Mill Road under present conditions and circumstances requires action to insure the safety of our students." Videos #2 and #3 on the enclosed CD-ROM show you why. (Video #2 is a CBS/KYW 3 NEWS SEGMENT that aired at 6 PM on June 5, 2003 and video #3 is entitled TRUCK DANGER on WORTHINGTON MILL ROAD.)

- Residents are outraged that this safety crisis has been brought about and encouraged by state and local politicians who have been satisfied to keep Swamp Road closed to heavy trucks for over 30 years and who have accepted untimed lights on the Newtown Bypass, despite a 1988 DVRPC study (Newtown Township Traffic Study) that placed *synchronization of the bypass lights* as Newtown Township's No. 1 top priority project (fully funded at that time).
- Since we made Deputy Secretary Gary Hoffman personally aware of our safety crisis in May, 2003, he has marshaled his entire professional PennDOT Harrisburg staff to do three things: first, to expedite replacement of the Swamp Road culverts by August, 2004 (the posted culvert that the BCPC Board broke out as Phase I in the last TIP round and the one south of it, as it is precariously close to being weight-restricted), second, his staff will review the timing of the Newtown Bypass lights, and third, his staff will

*Some communications are taken from the document Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc. (October, 1971- October 8, 2003)

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investigate the serious traffic safety problem on Worthington Mill Road. We greatly appreciate his commitment to get involved in the safety crisis in our area.

- While our hope is that by finally addressing these items the PA traffic routes (Routes 413, 232, 332 and Swamp Road) and the Newtown Bypass will become an attractive option for industrial traffic, the need for traffic calming on Lindenhurst, Stoopville and Worthington Mill Roads will remain of paramount importance to public safety. It is an accident waiting to happen whenever any of these behemoth vehicles choose to take the secondary roads (see recent crash/incident history, Exhibit VIII*).
- Also, the construction of the I-95/PA Turnpike Interchange, a 12 year project, will soon commence and result in millions of tons of additional stone being transported from the Wrightstown quarries, as this stone meets PennDOT specifications and these are the closest quarries to the construction site. Transportation of additional stone through our residential neighborhoods during all hours of the day and night will exacerbate an already volatile situation.
- PennDOT's District 6 must take responsibility for its part in creating this public safety crisis through both its inaction and actions. We ask that you join with us in recommending that Mr. Warren recuse himself from the TIP decision-making process for these projects because of the obvious conflicts of interest that exist. As a long time resident of this area, Mr. Warren naturally has many ties and the divisive nature of the traffic problems here demand a nonaligned professional. In addition, decisions regarding these minor residential collector roads will have a direct affect upon traffic on the Newtown Bypass, and Mr. Warren has resided adjacent to the Bypass for years.
- We implore you to join with us in recommending that an impartial Professional Engineer at the PennDOT Harrisburg level be assigned to evaluate these projects throughout the TIP process. As you may know, District 6 is the only district in the Commonwealth of Pennsylvania without a certified Professional Engineer (P.E.) at its helm.
- During the last TIP round, you took unprecedented steps to do the right thing in the interest of the public's safety at large and we greatly appreciated this. We are before you, once again, to ask you to act boldly and swiftly before a bus load of kids gets killed.



*Some communications are taken from the document **Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc. (October, 1971- October 8, 2003)**

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MEMORANDUM

To: Bucks County Planning Commission
From: D. Richard Tonge
Date: October 9, 2003
Subject: Newtown township TIP – Stoopville Road Rehabilitation

Good Evening!

My name is Richard Tonge. I am a resident of Newtown Township, an officer of Residents For Regional Transportation Solutions, and a Director of the Newtown Grant Homeowners Association. Residents For Regional Solutions is a citizen's organization made up of residents from Wrightstown, Newtown, Northampton, and Upper and Lower Makefield who have been working with the townships, Bucks County Planning commission, the DVRPC and the state to improve the safety of the residents who live along one of the most dangerous traffic corridors in the region. Newtown Grant is a master planned community of over 4,000 residents and represents approximately 1/3 of the residents of Newtown Township. I am here today to speak about the Newtown Township proposed Transportation Improvement Project entitled – "Stoopville Road Rehabilitation", and to request that this project be rejected. Last year, Newtown Township proposed this very same project and it was rejected by the Bucks County Planning Commission for very legitimate reasons. I am here today to remind everyone of those reasons, and to request that this project be rejected once more.

I want to make everyone aware that in 1999/2000, Stoopville Road was rehabilitated at a cost to the taxpayers of over \$1.5 million.

There has been an ongoing problem with heavy trucks traveling on minor collector roads in residential neighborhoods in Wrightstown, Newtown and Lower Makefield Townships for over 30 years. Stoopville Road is one of those minor collector roads. There are hundreds of access points along this road made up of feeder roads, private driveways and entrances and exits from major subdivisions. In addition, as we speak, the townships are approving further development along Stoopville Road for a large homebuilder.

To put this area in prospective you must first recognize that there are several large quarries located in Wrightstown Township, just north of Stoopville Road. Trucks carrying gravel leave those quarries at all hours of the day traveling south, but primarily in the early morning hours when school busses in our residential neighborhoods are loading with children on their way to school for the day. For obvious reasons, those gravel trucks would like to take the fastest route to I-95 to deliver their load and return for another trip. However, for over 30 years, there has been a continuous and systematic restriction that forces the trucks to take a 9 ½ mile route through residential neighborhoods rather than take a 2 ½ mile route to the Newtown By-pass, the safest and most convenient passage to the interstate highway. That restriction consisted of several culverts located in Wrightstown that have been methodically weight-restricted during this 30-year period. In 2002, a Transportation Improvement Project, MPMS# 13683, was approved to replace a weight-restricted culvert so that trucks would be able to once again take the safest route to I-95. That culvert is scheduled to be replaced next year. When it is replaced, traffic patterns as we know them today will obviously change as truckers will now have an alternate choice of routes to take.

Until traffic has a chance to find its new pattern, it would be premature to spend more of the taxpayer's money to rehabilitate a roadway that (1) has just been rehabilitated, (2) may not need any further

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speedway for trucks to go even faster.

As I mentioned earlier, it is an existing dangerous situation to have 80,000 pound gravel trucks trying to get to their destination as fast as possible mixing with school busses loaded with children in the first place. Any attempt to widen and straighten Stoopville Road will only enable the truckers, who already exceed the speed limit, to go even faster, and may perhaps encourage them to continue to drive through the residential neighborhood in order to get to the Newtown Bypass which was designed to handle this kind of traffic rather than opt for the new traffic route just opened.

To sum up: I, on behalf of the 7,000 residents who live in the residential neighborhoods along the state classified minor collector roads, implore you to reject rehabilitating a road that needs traffic calming measures more than it needs to be developed into a truck speedway. If Stoopville Road needs further work to make it safer, let's wait until traffic patterns work themselves out before we go off and spend taxpayer money that may be totally unnecessary, and may even promote an accident just waiting to happen with a school bus.

Two of my colleagues from the Residents For Regional Solutions, Marci Conti and Susan Herman, would now like to further address you on a Transportation Improvement Project to institute traffic calming measures along Stoopville Road to make that road safer, not more dangerous.

Thank you for the opportunity to address you this evening!

Respectively Submitted,

D. Richard Toye

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Unanimous Resolution of the
NEWTOWN GRANT HOMEOWNER ASSOCIATION

Board of Directors

WHEREAS, the Newtown Grant Homeowner Association Board of Directors ("Board") consists of the seven (7) members duly elected by the one thousand seven hundred fifty one (1,751) homes of the planned community known as "Newtown Grant" ("Newtown Grant");

WHEREAS, the Board has the duty and obligation to express the concerns of the residents of Newtown Grant, who make up nearly one third (1/3) of the population of Newtown Township;

WHEREAS, the Board has the duty and obligation to voice its opinion upon issues of present concern which shall impact the safety and quality of life for the residents and owners of Newtown Grant;

WHEREAS, Newtown Grant is bordered on two sides by State Highway 413 (Durham Road) and Stoopville Roads;

WHEREAS, there has been ongoing discussion over the past years regarding the increased truck traffic on Stoopville Road and Durham Road originating at the quarries located in Wrightstown;

WHEREAS, the increased truck traffic directly impacts on the safety of all residents of Newtown Grant, as well as that of all Newtown Township, Upper and Lower Makefield residents;

WHEREAS, the failure to upgrade culverts on Swamp Road are the primary cause of the increased truck traffic of Stoopville Road by trucks originating at the Quarries in Wrightstown;

WHEREAS, Newtown Township, Bucks County and the Pennsylvania Department of Transportation are in discussions to widen and straighten Stoopville Road to permit additional truck traffic while maintaining an official weight restriction on Swamp Road to exist with lack of good cause;

WHEREAS, the recognition by those living on or near Stoopville Road understand the widening of Stoopville Road will only lead to additional truck traffic and increase the risk of injury to Residents of Newtown Township, Lower and Upper Makefield;

WHEREAS, this Board believes that all roads within the area (Swamp Road, Durham Road, Stoopville Road) must be able to handle their proportion of truck traffic from the Quarries located in Wrightstown to the Interstate;

Now, therefore, be it

RESOLVED, That the Board Request the Bucks County Planning Commission require the upgrade of any weight restricted culverts on Swamp Road to be included as the top priority project in the first four (4) years of the twelve (12) year Transportation Improvement Plan ("TIP"). Such upgrade must eliminate any weight restrictions on Swamp Road;

FURTHER RESOLVED, That the Board Request the Pennsylvania Department of Transportation ("PennDOT") to postpone the widening of Stoopville Road until any weight restricted culverts on Swamp Road have been upgraded and a study of the new traffic pattern on Stoopville Road can be completed.

DATED: August 15, 2001

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143/189

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

Ms. Anita Everhard, Executive Secretary
State Transportation Commission
400 North Street - 8th Floor
Harrisburg, PA 17120
October 14, 2003

- RE: Project Names:** (1) Lindenhurst Road Traffic Calming
(Bucks County TIP application submitted by Lower Makefield Township as
the #1 priority and by RRTS)
- (2) Stoopville RD / Worthington Mill RD Traffic Calming
(Bucks County TIP application submitted by RRTS)

Dear Ms. Everhard,

Thank you, once again, for your support throughout the 2005 Transportation Program Development Process. Enclosed is our written testimony submission for the subject TIP projects. We respectfully request that you review Attachment I of this letter which is a "suggested summary" for our written testimony and ask that you consider forwarding this summary to the Commissioners for their review. We have highlighted the main points of our 34 page written submission* into a 2 page summary with three attachments (a map, a thirteen minute long CD-ROM, and a one page script for the CD-ROM). Since our safety crisis is both a political, as well as, transportation issue, Anita, we hope you find our efforts to summarize this very complex issue helpful.

I have enclosed 16 copies of our CD-ROM, one for each Commissioner and one for your records. We feel it imperative that the Commissioners receive the CD-ROM as part of our summary, as it will bring the chilling danger that exists on our residential roads into their offices. We feel certain that once they have seen and heard our video, they will place the highest priority on implementing the traffic calming projects above.

Please let me know if this request is acceptable. If you have any questions, please don't hesitate to call me at (215) 504-9670.

Thank you for your consideration.

Sincerely,


Susan Herman
President

CC: Honorable Allen D. Biehler, Chairman, Pennsylvania State Transportation Commission

*includes a CD-ROM

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

Mrs. Lynn Bush, Executive Director
Bucks County Planning Commission
1260 Almshouse Road
Doylestown, PA 18901

Charles McIlhinney, Esquire
Solicitor, Bucks County Planning Commission Board
2539 York Road
P.O. Box 296
Jamison, PA 18929

October 21, 2003

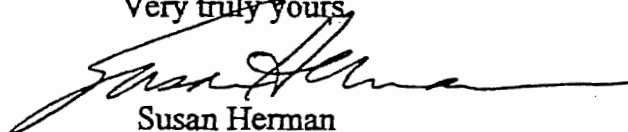
- RE: Project Names:** (1) Lindenhurst Road Traffic Calming
(Bucks County TIP application submitted by Lower
Makefield Township as the #1 priority and by RRTS)
- (2) Stoopville RD / Worthington Mill RD Traffic Calming
(Bucks County TIP application submitted by RRTS)

Dear Mrs. Bush and Mr. McIlhinney,

Enclosed, for your records, is a copy of the oral testimony we presented regarding the subject projects at the October 9, 2003 public meeting on the TIP held by the Bucks County Planning Commission. After our presentation, we gave a copy of this oral testimony to Mr. Grunmeier, Ms. McKeon and Mr. Hoffman, the Bucks County Planning Commission Board members who were in attendance.

We greatly appreciated the opportunity to be part of the process.

Very truly yours,



Susan Herman
President

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R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285

Newtown, PA 18940

RRTSbucks@aol.com

✓ Robert H. Grunmeier
 Chairman, Bucks County Planning Commission Board
 1811 Bethlehem Pike
 Line Lexington, PA 18932

✓ Ms. Suzanne McKeon
 Chairperson of the Subcommittee for the TIP Update
 Bucks County Planning Commission Board
 1115 Richard Lane
 Feasterville, PA 19047

Mr. Darrin Hoffman
 Subcommittee for the TIP Update
 Bucks County Planning Commission Board
 102 N. Hamilton Street
 Doylestown, PA 18901

October 21, 2003

- RE: Project Names:** (1) Lindenhurst Road Traffic Calming
 (Bucks County TIP application submitted by Lower Makefield Township as
 the #1 priority and by RRTS)
- (2) Stoopville RD / Worthington Mill RD Traffic Calming
 (Bucks County TIP application submitted by RRTS)

Dear Mr. Grunmeier, Ms. McKeon, and Mr. Hoffman,

Thank you, once again, for the opportunity to submit both oral and written testimony to the Bucks County Planning Commission (BCPC) Board in this round of the TIP process. I trust that, by this time, each Board member has received the written testimony packet we left for them at the October 9, 2003 BCPC public meeting on the TIP. As you know, our written testimony is comprised of a 34 page document (4 page summary plus supporting documentation) and a 13 minute long CD-ROM. The CD-ROM contains three videos entitled, BYPASSING THE BYPASS, CBS / KYW 3 NEWSCAST (aired at 6 PM on June 5, 2003) and TRUCK DANGER on WORTHINGTON MILL ROAD.

We thank Board members for taking the time to review our written testimony and can't emphasize enough how important it is to view the CD-ROM, as it will bring the chilling danger that exists on Lindenhurst, Stoopville, and Worthington Mill Roads (our residential roads) into their offices. We were surprised to learn that the BCPC public meeting guidelines did not allow us to show this CD-ROM during our oral testimony, as we had just shown it in our oral testimony at the State Transportation Commission sponsored public hearing on September 26, 2003. We all know that a picture is worth a thousand words. We feel certain that once Board members have seen and heard our video, they will place the highest priority on implementing the Lindenhurst Road Traffic Calming Project and Stoopville RD/ Worthington Mill RD Traffic Calming Project.

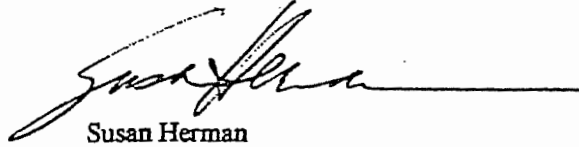
Since I will be out of town on a family matter on November 5, 2003 (when the BCPC Board votes on the list of TIP projects to go forward to the Delaware Valley Regional Planning Commission), I will take this opportunity to implore you and the rest of the BCPC Board one last time to consider the tragedy that is sure to result if safety and sanity is not restored to the aforementioned roads through implementation of traffic calming measures. As you and the Board well know, our safety crisis is a political issue, as well as, a transportation issue - thus a complex one. We have every expectation that your Board will have the fortitude and will to do the right thing.

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We sincerely thank you for your consideration.

Very truly yours,



Susan Herman
President

CC: Bucks County Planning Commission Board:

✓Geryl D. McMullin, Vice Chairperson

✓James J. Stoeckert, Secretary

✓H. Paul Kester, Esquire

✓David H. Platt

✓Ed Kisselback, Jr.

✓Kathleen M. Babb

John J. Coscia, Executive Director / Delaware Valley Regional Planning Commission

Lynn Bush, Executive Director/ BCPC

David Johnson; Director of Transportation / GIS Planning, BCPC

Rich Brahler; Senior Transportation Planner, BCPC

✓Charles T. McIlhinney, Esquire; Solicitor, BCPC Board

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07/14) Ex 51

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com



State Representative David Steil
2 North State Street
Newtown, PA 18940

February 6, 2004

RE: Regional Traffic Problems

- Request to reject the Stoopville Road Rehabilitation Project
- NEAR MISSES/ ROAD RAGE caused by mismanagement of minor residential collector roads

Dear Representative Steil,

As you know, residents have worked thousands of hours in their effort to mitigate the dangerous traffic conditions that exist on Lindenhurst, Stoopville and Worthington Mill Roads (minor residential collector roads with well in excess of 7,000 residents living along them). The dangerous traffic conditions exist due to the failure of PennDOT District 6 and local and state officials to address the functional deficiencies on the principal arterial highways in our region. These parties continue to implement changes step by step that make the minor residential collector roads more conducive for use by commercial, industrial traffic and make the arterial highways in our region less conducive for use by heavy truck traffic. Their actions fly in the face of sound engineering practice and jeopardize the health, safety and welfare of constituents in their charge.



Note that Lindenhurst, Stoopville and Worthington Mill Roads will often be referred to as the "residential route" in this memo, as collectively these residential roads form a 9.7 mile circuitous route that heavy commercial traffic is currently diverted to and encouraged to use.

STOOPVILLE ROAD REHABILITATION PROJECT (Request for you to lobby to reject this project in all forums)

The Bucks County Planning Commission Board recently voted to send the Stoopville Road Rehabilitation Project forward to the Delaware Valley Regional Planning Commission (DVRPC) in the TIP approval process rather than the Traffic Calming TIP Projects submitted for Lindenhurst, Stoopville and Worthington Mill Roads. The selected project will encourage higher volumes of traffic at higher speeds along the residential route, exacerbating an already volatile situation.

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The Stoopville Road Rehabilitation Project calls for:-

- ...further straightening of this road, even though the most significant horizontal curve and problem intersection is already being addressed by the developer of the McLaughlin Tract. The other gentle curves calm the traffic and elimination of these will make this road a speedway.
- ...further widening of this road. Again, this is in direct opposition to traffic calming measures desperately needed on this minor residential collector road and the other roads on the residential route. A wider road will encourage traffic to go even faster. In 1999/2000 this road was rehabilitated twice at taxpayer cost of over \$1.5 million. In this climate of tight funding, all dollars should be put toward making the principal arterial highways in our region the most effective for handling heavy industrial traffic.

We formally request that you, Representative Petri, Senator Conti, Senator Tomlinson, and the Bucks County Commissioners lobby PennDOT Harrisburg, the State Transportation Commission (STC) and the DVRPC to REJECT the Stoopville Road Rehabilitation Project during the TIP approval process and replace it with Traffic Calming. We request that you champion rejecting this project as part of the regional traffic solution that is being decided in current meetings with PennDOT Harrisburg. As you know, this project is included in Newtown Township's list of traffic priorities to be forwarded to Deputy Secretary Gary Hoffman.

NEAR-MISSES BETWEEN SCHOOL BUSES AND HEAVY INDUSTRIAL TRUCKS

As we have told you, other local and state officials, PennDOT District 6, PennDOT Harrisburg, the STC, the DVRPC, the BCPC and Pemsbury and Council Rock School Districts on numerous occasions, a catastrophe is imminent along this residential route. At a February 2003 meeting in my office, when a fellow resident told you the volume of commercial traffic on Lindenhurst RD was unacceptable, you responded that the accident data didn't support that a serious safety problem exists. Once again, Representative Steil, our grass-roots organization urges you to stop the diversion of heavy trucks onto this residential route BEFORE a busload of kids is killed.

Consider these foreboding incidences, just a sampling of what occurs on a daily basis along this residential route:

January 21, 2004: there was another near-miss between a school bus and a quarry truck along the residential route. It occurred near the entrance of the Rosefield development and was witnessed and heard by residents. It was immediately reported to the bus company and later reported to Council Rock School District.

The bus made a left turn out of Rosefield development and was accelerating on Stoopville RD heading towards Route 532. A speeding quarry truck barreling down Stoopville from Route 413 came up behind the bus, making no attempt to slow down but making good use of the horn. The truck sped by the school bus on the opposing side of the road. It was pure luck that no one was hurt or killed - the loaded quarry truck weighed 73,000 lbs.

December 8, 2003: there was yet another incident on Worthington Mill RD where a loaded quarry truck was unable to stop for a Council Rock bus. The bus was stopped (red lights flashing and stop arm out) at a stop at 990 Worthington Mill RD and the driver pulled the stop arm back as the truck came within inches of the bus. Lucky for the school student [who was about to exit the bus and cross Worthington Mill] that the bus driver realized the truck wasn't going to stop and refrained from opening the door. This

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incident was reported to the bus company and Council Rock School District. Such incidents occur all too frequently on this road.

September, 2003: The Courier Times (article dated 1/15/04, entitled Residents want to act before truck ragedy), wrote about a near-miss between a Council Rock bus and a truck on Wrightstown RD that occurred in September, 2003. A truck traveling towards the bus came over the double yellow line on a curve and took off the side mirror of the school bus. The truck didn't stop. This was reported to Council Rock School District.

September, 2002: a loaded oil tanker on Worthington Mill RD could not stop for a Council Rock bus that was stopped at Estates Court to pick up children. This was reported to Council Rock School District.

September, 2001: a little girl was almost hit by an eighteen wheel truck when crossing Lindenhurst RD to board her school bus at the stop at Trowbridge DR. Public statements regarding this incident were made to the Pennsbury School Board and Lower Makefield Township Board of Supervisors.

April, 1999: I, personally, became involved with this safety issue when a Council Rock bus was almost hit by a loaded quarry truck at the bus stop at Lindenhurst RD and Autumn DR. The truck swerved around the bus onto a front lawn to avoid making contact. Politicians at all levels are well aware of this incident.

ROAD RAGE FOSTERED BY THE DIVERSION OF HEAVY TRUCKS ONTO THE RESIDENTIAL ROUTE

Regarding the January 21, 2004 near-miss mentioned above: The Council Rock Transportation Department told us there were three reports made about this incident: One from the resident who witnessed it, one from the bus driver and one from the trucker involved. The trucker called Council Rock after the incident and reported that he followed the bus to the Newtown Grant bus stop on Hemlock DR and got out and yelled at the bus driver. The trucker did not give his name.

January 19, 2004: A RRTS member was approaching the stop sign at Worthington Mill RD and Route 413 preparing to cross Route 413. An 18-wheeler quarry truck (53' long) was turning left onto Worthington Mill RD. Since the trailer consumed the opposing traffic lane and needed to cross into the RRTS member's lane as well, the truck driver opened his window and cursed at the individual for having not calculated how much room the tractor trailer would need to make the turn. The individual was forced to go on a neighbor's yard to let the truck pass.

Representative Steel, we have been alarmed in the past by your failure to address the malfunctioning Newtown Bypass and your interference in Lower Makefield Township's effort to take back Lindenhurst Road from the State in the interest of public safety. We can only conclude that you are satisfied with 90% of the heavy trucks turning off the Newtown Bypass just 1/4 mile from 195 onto Lindenhurst Road, the minor residential collector road at the beginning of the residential route. It is unconscionable that the huge quarry operations on Swamp Road (a principal arterial highway) do not have direct access to the Newtown Bypass (the safest type road in the region for heavy commercial traffic) and that Swamp Road has been artificially restricted to heavy trucks for over 30 years. You have been in the legislature for the past 11 years and have not been capable of mitigating this serious public safety issue. Your modus operandi has been to talk about your concern and then support the status quo by sidetracking any meaningful effort to create a safe traffic environment along the residential route. Instead, you support the interests of a select few to the detriment of the citizenry at large.

In summary, we ask you to REJECT the Stoopville Road Rehabilitation Project in any and all forums and ask you to vigorously pursue funding and immediate implementation of the strictest

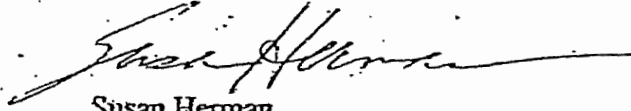
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traffic calming measures along Lindenhurst, Stoopville and Worthington Mill Roads. The dollars to implement traffic calming are minimal, the value of our children's lives, immeasurable.

We implore you to stop sanctioning lining us up like bowling pins just waiting to be struck. It is not too late for you to do the right thing.

Very truly yours,



Susan Herman
President

- CC: Unites States Congressman, James Greenwood
- Governor Ed Rendell
- Secretary of Transportation, Allen Biehler
- State Transportation Commission
- Deputy Secretary of Highway Administration, Gary Hoffman
- State Senator, Joe Conti
- State Senator, Tommy Tomlinson
- State Representative, Scott Petri
- Bucks County Commissioner, Charles Martin
- Bucks County Commissioner, Michael Fitzpatrick, Esquire
- Bucks County Commissioner, Sandra Miller
- Executive Director/DVRPC, John Coscia
- DVRPC Board
- Regional Transportation Committee
- Regional Citizens Committee
- Council Rock School Board President, Susan Vicedomini
- Council Rock School Superintendent, Timothy Kirby
- Pembury School Board President, Linda Palsky
- Pembury School Superintendent, Ralph Nuzzolo
- RRTS Membership (mass e-mail)

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Ex. 52

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285

Newtown, PA 18940

RRTSbucks@aol.com

Mr. Gary Hoffman, P.E.
Deputy Secretary for Highway Administration
Keystone Building
400 North St., 8th Floor
Harrisburg, PA 17120-0095

Representative David Steil
2 North State Street
Newtown, PA 18940

April 23, 2004

**RE: Written Comment Submission for the Regional Traffic Meeting
held at Bucks County Community College on April 22, 2004**

Dear Mr. Hoffman and Representative Steil,

Thank you for accepting these written comments that I understand will become part of the record for the regional traffic meeting. While I do not believe Representative Steil publicly announced that written comments would be accepted for one week after the meeting, several residents overheard him telling me this at the end of the meeting. We thank you for the opportunity.

Although I was disappointed that Representative Steil denied me permission to show two brief videos during my public comment, I appreciated that he retrieved them from me after the meeting and said they would be included in the summary of the meeting.

Video submissions

- Submitted a CD that contains 3 videos entitled Bypassing the Bypass, CBS/KYW3 Newscast, and Truck Danger on Worthington Mill Road. See Exhibit I.

(Note that 90% of the commercial traffic turns off the Newtown Bypass onto Lindenhurst Road, the first leg of a residential route that literally "bypasses the Bypass". The residential route is comprised of Lindenhurst, Stoopville and Worthington Mill Roads.)

- Submitted a CD entitled FOX 29 Newscast: Using rail to haul stone from the Swamp Road quarries. See Exhibit II.

Exhibits to be hand delivered to Rep. Steil's office on 4/29/04. 8 pages in this memo.

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Recommendation to engage a consultant to do a regional study for planning

Mr. Hoffman suggested the townships engage a consultant to do a regional study for planning and said dollars are available through the Delaware Valley Regional Planning Commission (DVRPC); federal funding is available.

The Townships must engage a consultant who is outside the Bucks County umbrella of politics, or an OBJECTIVE regional plan will be unattainable. History has shown that the players under the Bucks County umbrella of politics make transportation decisions based upon self-interest and political agendas, in total disregard for the safety of the citizenry at large (See Exhibit III, Abbreviated historical accounting of manipulation of truck traffic).

Who falls under the Bucks County umbrella of politics?

- **Senator Joseph Conti:** In spite of attending a public traffic meeting at Lower Makefield Township (LMT) in 1999 and pledging to make the truck traffic problem his #1 priority, he has shown a lack of leadership on this issue. In a recent Courier Times article (Exhibit V) he claimed about all he can do is "cajole" local officials to do the right thing.

RRTS comment: This statement is inconsistent with the fact that state senators and representatives are deeply involved with transportation issues throughout our state and country. RRTS has developed a relationship with the Delaware Valley Regional Planning Commission (DVRPC)* and it is apparent that the transportation wishes of state senators and state representatives greatly influence planning decisions in the region. Senator Conti's lack of action on the truck issue speaks volumes about his disinterest in protecting the safety of the citizenry at large.

- **Representative David Steil:**

- 1) When LMT requested taking over Lindenhurst Road from PennDOT in the interest of protecting its citizenry (November 2002), Representative Steil interfered. The turnback was denied, the only road turnback that PennDOT District 6 has denied in 10 years!
- 2) In response to RRTS members' request to have stone moved by rail, Representative Steil is quoted in the Bucks County Courier Times article in Exhibit VII as saying, "The DVRPC did a small study on trains and said the idea didn't even merit a full study... The economics do not look very good."

*See Exhibit VI, new DVRPC CD entitled Creating Tomorrow Today, DVRPC

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The article also states, "Steil who agreed it [movement of stone] is a 'real problem', also conceded that there is little that can be done. Trains are uneconomical. Trucks cannot be barred from state roads because the owners pay taxes. And improving Swamp Road so fully loaded quarry trucks can use it instead of Stoopville and Lindenhurst Roads merely shifts the traffic elsewhere, he [Representative Steil] said."

3) He maintains that "quarry trucks and college students don't mix" and his actions and words support this bias. He sends the message to residents that quarry trucks and elementary school buses do mix and threatens to further endanger travelers along Lindenhurst, Stoopville and Worthington Mill Roads (a residential route with over 7,000 residents and 155 access points, most residential driveways), by his obvious support of the Stoopville Road Rehabilitation Project (rather than traffic calming).

In Exhibit VIII Representative Steil stated, "... I would note that no resident of Newtown Township has contacted me concerning this project [Stoopville Road Rehabilitation Project]." Rep. Steil wrote this letter in response to RRTS' letter dated 2/6/04 (Exhibit IX) which speaks of several near misses between school buses and quarry trucks along the residential route and asks him to reject the Stoopville Rehab. Project in all forums. Rep. Steil wrote a 2/27/04 letter to the DVRPC (Exhibit X) which states, "I believe that DVRPC should make no decision regarding the improvements until we have had an opportunity to work with all of the impacted townships in developing some form of regional traffic plan." His failure to oppose the Stoopville Rehab. Project is consistent with the message he has given members of the public, that maybe not now, but someday, this project's time will come.

4) We find it unconscionable that Rep. Steil hastily dismissed the railroad option for hauling stone and that he did not publicly support the "Suggested Detour Signs" that PennDOT Harrisburg posted in the interest of public safety.

5) Representative Steil denied that a NO CONNECTOR ROAD CLAUSE (that would prevent a road being built through the CAU parking lot) was intended to be an integral part of LMT's requirements when LMT was negotiating an "Intergovernmental Agreement" with Newtown Township.

6) The initiative to route high volumes of industrial traffic through ever-developing residential areas supports our belief that Representative Steil is not a qualified engineering professional and his actions and positions are not based on sound engineering practices. He has never supported encouraging the higher level traffic to use the higher level roads.

RRTS comments: How hard should residents have to work to be heard by their state and local governments? It is our opinion that it would never be appropriate to further jeopardize the safety of over 7,000 residents who live along the residential route [by doing the Stoopville Road Rehab. Project], residents, who voted Rep. Steil into office to protect their health, safety and welfare.

- Bucks County Planning Commission (BCPC) Board: After compelling presentations by residents and RRTS AGAINST the Stoopville Road Rehab. Project

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and FOR Traffic Calming Measures (LMT's #1 priority TIP project was Traffic Calming for Lindenhurst Road), this Board voted to send the Stoopville Road Rehab. Project forward to the DVRPC in the TIP process rather than the Traffic Calming Projects submitted for Lindenhurst, Stoopville and Worthington Mill Roads.

There is pressure in our region to upgrade the functional classification of Stoopville Road from a minor collector road to a Principal Arterial Highway. If this happens, Stoopville Road will no longer qualify for traffic calming measures. We fear the BCPC will attempt to justify this change when it revises the federal functional classification of roadways, a process that is currently underway per the DVRPC. We implore the BCPC NOT to upgrade the classification of this road. Traffic calming is essential to this road being used in a manner that is consistent with the high level of residential development the townships have placed there.

RRTS comments: RRTS questioned why the BCPC guidelines for the TIP Public Hearing forbid showing of CD's. The answers we got point to it being an arbitrary decision (likely politically motivated) that was inconsistent with the State Transportation Commission guidelines for public participation in the TIP process. It was important for this Board to see 90% of commercial traffic in the region turning off the Bypass onto the residential route, as this may have strongly influenced their decision. RRTS showed this CD at the State Transportation Commission Public Meeting and the picture saved a thousand words.

In its oral and written testimony to this Board [and to the State Transportation Commission], RRTS stated, "PennDOT's District 6 must take responsibility for its part in creating this public safety ^{crisis} through both its inaction and actions. We ask that you join with us in recommending that Mr. Warren recuse himself from the TIP decision-making process for these projects because of the obvious conflicts of interest that exist. As a long time resident of this area [and previous Bucks County Commissioner], Mr. Warren naturally has many ties and the divisive nature of the traffic problems here demand a non-aligned professional. In addition, decisions regarding these minor residential collector roads will have a direct affect upon traffic on the Newtown Bypass, and Mr. Warren has resided adjacent to the Bypass for years. We implore you to join with us in recommending that an impartial Professional Engineer at the PennDOT Harrisburg level be assigned to evaluate these projects throughout the TIP process. As you may know, District 6 is the only district in the Commonwealth of Pennsylvania without a certified Professional Engineer (P.E.) at its helm."

RRTS maintains that it is a disservice that PennDOT has assigned a prior Bucks County Commissioner to be District Administrator of this region. It is license for Mr. Warren to conduct himself as a politician without the residents ever getting the opportunity to vote him in or out.

- **Andrew Warren, District Administrator for PennDOT District 6:** At the 4/22/04 regional meeting, Mr. Warren was disingenuous when he characterized Swamp Road as an "18th century stage-coach Indian trail". For most of the 30+ years that the road was restricted to loaded quarry trucks, empty quarry trucks used it, demonstrating that it was truck-worthy. If there are deficiencies that exist on this road, Mr. Warren should be embarrassed rather than brazen, as he has played a part in leaving them unaddressed.

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At a public meeting in Lower Makefield Township in 1999, Mr. Warren said he was "ambushed" by residents complaining about the dangerous truck traffic situation on Lindenhurst Road. He threatened to widen and straighten the road. This is consistent with his obvious mentality of wanting to move the goods and traffic AT ANY COST.

At the December, 2003 regional traffic meeting in Harrisburg, Mr. Warren made a recommendation to compare the cost of improving Stoopville and Lindenhurst Roads to the cost of improving Swamp Road, in total disregard for the more than 7,000 residents who live along the residential route. At the March regional traffic meeting at PennDOT King of Prussia, District 6 opposed using raised pedestrian crosswalks on Lindenhurst Road. We hope that Mr. Hoffman, PennDOT Harrisburg, will keep his commitment to give raised crosswalks another look, as he maintains they have been successful in places near his home.

RRTS does not accept half measures in Traffic Calming along Lindenhurst, Stoopville and Worthington Mill Roads. Failure to implement measures that will maintain capacity while improving public safety will result in fatalities. Residents are fearful for their children and themselves who must regularly travel these routes. This is a suburban setting whereby residents generally must travel by car or school bus for most of their daily activities outside the home.

- **DVRPC:** RRTS questions whether this agency can be objective, given that PennDOT District 6 is an integral player there and Mr. Warren has political ties as a result of his previous position as Bucks County Commissioner. In addition, current Bucks County Commissioners, who are members of the DVRPC Board, have a strong influence there.

Last Thursday, the DVRPC Board decided not to take action on a Regional Citizens Committee resolution encouraging rail carriers to submit proposals for moving aggregate from the Swamp Road quarries. It was stated that the Board will work with Bucks County, that there are probably as many FOR using rail as AGAINST using rail, that this would need to be looked at further before the Board would take a position.

It was astounding how swiftly this issue was catapulted back under the umbrella of Bucks County politics. It is now questionable whether we will get unfettered proposals that the region can evaluate. Without a doubt, the Short Line railroads are interested in the business.

- **Newtown Township Board of Supervisors:** In the current TIP round, the Newtown Township Board of Supervisors championed the Stoopville Road Rehabilitation Project that calls for widening and straightening this road (even though the most significant horizontal curves and problem intersection at Linton Hill Road are already being addressed by the developer of the McLaughlin Tract). This project will make the road even more of a speedway for trucks and is consistent with this township's philosophy of piece by piece, slowly but surely, in the guise of making the road "safer", paving the way for a Bypass along the residential route.

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~~pg. 5/26~~ (46)

The Newtown Twp. Planning Commission and Board of Supervisors refused to include traffic calming measures in the project description, despite outcries from residents who live along Stoopville Road. (See Exhibit XI, an Eagleton Farms Homeowners Association resolution, and Exhibit XII, letter from a representative of Eagleton Farms to the ^{President of the Board} superintendent of Council Rock School district.)

This Board vehemently opposed PennDOT's posting of the "Suggested Detour Signs". [Newtown Twp.]

A 1988 Newtown Township Traffic Study conducted by the DVRPC maintained that the synchronization of lights on the Newtown Bypass should be Newtown's #1 priority. Even though this project was fully funded at the time, nothing was done until 2002. A closed-loop traffic signal system was finally put into place in response to considerable pressure from RRTS. We hope that we can count on Mr. Warren's assurances that the lights will finally be operating in a timed fashion in Fall 2004 once PennDOT has finished upgrading the intersections at the Newtown Bypass & Buck Road and the Bypass & Route 332.

Many past and current Newtown Township politicians live along Swamp Road and the Newtown Bypass which results in an understandable conflict of interest (see map, Exhibit XIII).

- **Wrightstown Township Board of Supervisors:** This Board has supported the weight restrictions on Swamp Road for over 30 years and vehemently opposed PennDOT Harrisburg's posting of the "Suggested Detour Signs".

Wrightstown Township commissioned Pickering, Corts and Summerson, Inc. to do an engineering study of Swamp Road in 1995. The draft copy of the study is entitled Engineering Study for Safety Improvements to Swamp Road. The findings of this study were never revealed to the public.

The findings of Urban Engineers' May, 2002 Swamp Road Engineering Study, prepared for Newtown and Wrightstown Townships, mirror those from the 1995 study.

The 1995 Wrightstown Township study identified the culvert south of Worthington Mill Road as being in worse condition than the culvert north of Worthington Mill Road, yet the northern culvert was selected for replacement. This resulted in perpetuating the artificial restriction of Swamp Road.

When Mr. Pogonowski states, "When Swamp Road is opened to trucks..." it is misleading. The section of Swamp Road between the quarries and Worthington Mill Road has been opened to all trucks since replacement of the Neshaminy Cliffs culvert in 1998. He should be embarrassed and take responsibility for any deficiencies on this road that have been unaddressed. (Wrightstown Township was aware in 1992, if not before, that PennDOT was moving ahead on the replacement of the Neshaminy Cliffs culvert.)

There is a pressure in the region to upgrade Worthington Mill Road to accommodate the truck traffic, that is, make it more conducive for the trucks to use the residential route rather than the Principal Arterial Highways and PA Traffic Routes in the region.

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This solution is unacceptable to RRTS and undoubtedly would make one question whether our politicians deserve the honor of caring for the health, safety and welfare of the very residents who voted them into office.

In the last few years, Wrightstown Township Supervisors have approved the Miller, Better Materials and Eureka Quarry expansions without conducting Traffic Impact or Environmental Impact Studies.

One Wrightstown Township supervisor lives along PA Traffic Route 232 and another lives across the street from the rail lines at the quarries, resulting in an understandable conflict of interest.

- **Upper Makefield Township Board of Supervisors:** We fully expect Upper Makefield Township to submit written comments OPPOSING traffic calming measures on Lindenhurst Road after hearing Mr. Worden's comments at the 4/22 meeting. This township formally opposed the Lindenhurst Road turnback.

RRTS comment: IT IS TIME FOR ALL TOWNSHIPS TO STOP GAME PLAYING AND POLITICAL JOCKEYING WHEN THE HEALTH, SAFETY AND WELFARE OF RESIDENTS AND TRAVELERS' SAFETY IS WHAT IS AT STAKE. All townships in our region should be pursuing traffic calming measures for all minor collector roads that are affected by high volumes of industrial truck traffic. These measures should be designed to maintain capacity and improve public safety. It is time for governments to do all they can to make the Principal Arterial Highways and PA Traffic Routes in our region function as efficiently and safely as possible and encourage the industrial traffic to use them.

Coalition being formed by Representative Steil

At the 4/22 meeting, Representative Steil announced he is forming a regional coalition to continue dialogue on regional traffic issues and asked each township to send 1-2 members to be part of it.

Given the past misuse of power in the region regarding transportation issues, how can residents be assured that this coalition will not be a continuation of the same?

Pursuing the railroad for hauling aggregate from the Swamp Road quarries

Given the past misuse of power in the region regarding transportation issues, how can this option receive an objective review? It was interesting to hear Mr. Pogonowski express his concern that rail might be used to haul stone 24/7 to western Pennsylvania. He has shown little empathy in the past for residents imploring his Board for help with the dangerous and voluminous quarry truck traffic. This traffic will escalate with the onset of the I-95/ PA Turnpike Interchange Project, a 10-12 year construction project.

As mentioned earlier, the Wrightstown Township Board of Supervisors approved the last Eureka Quarry expansion (and others before that) without even conducting a Traffic Impact or Environmental Impact Studies. One has to question whether this Board is vigilantly protecting self-interest, to the detriment of the citizenry at large.

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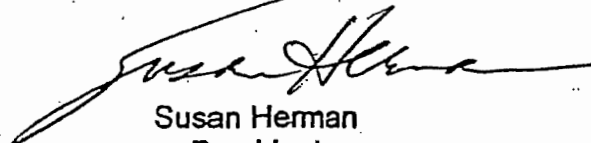
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Thank you again for the opportunity to submit written comment that will be included as testimony for this meeting.

Very truly yours,



Susan Herman
President

- CC: Unites States Congressman, James Greenwood
Governor Ed Rendell
Secretary of Transportation, Allen Biehler
* State Transportation Commission
State Senator, Joe Conti
State Senator, Tommy Tomlinson
State Representative, Scott Petri
Bucks County Commissioner, Charles Martin
Bucks County Commissioner, Michael Fitzpatrick, Esquire
Bucks County Commissioner, Sandra Miller
Executive Director/DVRPC, John Coscia
Andrew Warren; District Administrator, PennDOT District 6
* DVRPC Board
* Regional Transportation Committee
* Regional Citizens Committee
* Newtown Township Board of Supervisors
* Lower Makefield Township Board of Supervisors
* Wrightstown Township Board of Supervisors
* Upper Makefield-Township Board of Supervisors
* Northampton Township Board of Supervisors
Council Rock School Board President, Susan Vicedomini
Council Rock School Superintendent, Timothy Kirby
Pennsbury School Board President, Linda Palsky
Pennsbury School Superintendent, Ralph Nuzzolo
RTS Membership (mass e-mail)
Bucks County Courier Times
Yardley News
Advance
Philadelphia Inquirer
* Robert Gronmeier; Chairman, Bucks County Planning Commission Board
Lynn Bush; Executive Director, Bucks County Planning Commission

* CD's sent to chairman only of the Commission, Board or Committee

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Draft DVRPC FY 2005 Transportation Improvement Program (Pennsylvania)

ORAL TESTIMONY SUBMISSION: June 3, 2004 #Pages: 16 , #Exhibits 9

Person(s) Testifying: Alex Herman / Susan Herman

Organization: Residents for Regional Traffic Solutions, Inc.
P.O. Box 285
Newtown, PA 18940
Ph: 215 504-9670
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Project Name: Stoopville Road Rehabilitation Project
(FY 2005 TIP project submitted by Newtown Township)

Thank you for this opportunity. I am Alex Herman and this is Susan Herman of Residents for Regional Traffic Solutions, Inc., or RRTS. Our regional citizens group represents well in excess of 8,000 residents from five townships.

We are here today to ask the DVRPC to endorse the Regional Citizens Committee (RCC) resolution regarding the Stoopville Road Rehabilitation Project. The RESOLUTION reads:

"The DVRPC Regional Citizens Committee has learned that PennDOT will be meeting shortly to determine regional traffic solutions that will affect Lindenhurst, Stoopville and Worthington Mill Roads in Bucks County. The RCC rejects the concept of the Stoopville Road Rehabilitation Project because it exacerbates an already volatile public safety issue. We urge PennDOT to consider replacing this project with traffic calming measures that would maintain capacity and improve public safety on this minor collector road. (Currently Stoopville Road is comprised of a heavily developed residential community with the potential for a minimum of several hundred additional homes, making the safety of residents and their children a major concern.)"

Although this project was not placed in the DVRPC FY2005 DRAFT TIP, we anticipate there may be oral or written testimony requesting that it be added or that this project may be forwarded to the DVRPC in the future for consideration as a TIP Action. Since this project will escalate the safety crisis already existing on Stoopville Road, we ask the DVRPC to go on record NOW against the concept of the project and in support of traffic calming measures that will maintain capacity and improve public safety on this road. We ask the DVRPC to do this in regard for the heavy residential land use along Stoopville Road.

Lower Makefield Township has gone on record opposing the Stoopville Road Rehabilitation Project in a February, 2004 letter to Representative Steil (Exhibit I) and a May, 2004 letter to Mr. John Coscia (Exhibit II). These letters state, "The Supervisors feel it is critical that industrial traffic be channeled to the Newtown Bypass and that the rehabilitation of Stoopville Road will only prove to further invite large truck traffic through residential neighborhoods at higher speeds."

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Stoopville Road, part of a "residential route" comprised of Lindenhurst, Stoopville, and Worthington Mill Roads (all minor residential collector roads), is used as a cut-through by high volumes of commercial traffic traveling to and from I-95. Industrial trucks are literally "bypassing the Newtown Bypass", a 4-lane limited access divided highway built specifically for commercial traffic (See Traffic Flow Map, Exhibit III).

There are four booming Wrightstown Township quarries located on Swamp Road, just 3 miles northwest of where Swamp Road becomes the Newtown Bypass. An inordinately high volume of quarry trucks comes in and out of these quarries and uses the residential route to go to and from I-95, rather than the Newtown Bypass where the ten traffic signals are still not synchronized.* Quarry truck drivers and drivers of AC oil tankers (the oil is used in asphalt production at the quarries) are paid by the load, encouraging on-time delivery over safety, greatly jeopardizing the health, safety and welfare of those along the residential route. The Wrightstown quarries have over 100 years of quarry life remaining and are expected to be a major source of stone for the I-95/PA Turnpike Interchange Project, an imminent project that will bring millions of tons of additional stone through our residential neighborhoods.

This CD, entitled Bypassing the Bypass, shows the current level of commercial traffic on Stoopville Road and the residential route (Exhibit IV**). The numbers shown here on the map correspond to filming locations in the CD (see video script, Exhibit V).

The danger exists due to the failure of PennDOT District 6 and local and state officials to address the functional deficiencies on the principal arterial highways in our region. These parties continue to implement changes step by step that make our minor residential collector roads **more conducive** for use by industrial traffic and make the arterial highways in our region **less conducive** for use by industrial traffic. The Stoopville Road Rehabilitation Project, calling for further widening and straightening of this road even though the most significant horizontal curves and problem intersection are already being addressed by a developer, is another step that will encourage higher volumes of commercial traffic traveling at greater speeds to use the residential route rather than the Newtown Bypass.

There are already well in excess of 800 industrial trucks/day traveling this 9.7 mile circuitous route, which has in excess of 155 access points (most residential driveways represented by blue pins) and more than 7,000 residents living in subdivisions along it. There are all too frequent near-misses between trucks and school buses on this route, as reported by RRTS in a February, 2004 letter to Representative Steil (Exhibit VI) and by Council Rock School District's Superintendent in a June, 2003 letter to Deputy Secretary Gary Hoffman (Exhibit VII) and a March, 2004 letter to Governor Rendell (Exhibit VIII).

*A 1988 Newtown Township Traffic Study conducted by the DVRPC maintained that the synchronization of lights on the Newtown Bypass should be Newtown's #1 priority. Even though this project was fully funded at the time, nothing was done until 2002. A closed-loop traffic signal system was finally put into place in response to considerable pressure from RRTS. We hope that we can count on Mr. Andrew Warren's assurances that the lights will finally be operating in a timed fashion in Fall, 2004 once PennDOT has finished upgrading the intersections at the Newtown Bypass & Buck Road and the Bypass & Route 332.

** CD includes videos entitled Bypassing the Bypass, CBS/KYW Newscast, and Truck Danger on Worthington Mill Road.

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Road rage is fostered by the inappropriate mix of dangerous traffic traveling through our neighborhoods.

The Stoopville Road Rehabilitation Project is in direct opposition to traffic calming measures desperately needed on this road and the other minor collector roads on the residential route. There is pressure in our region to upgrade the functional classification of Stoopville Road from a Minor Collector Road to an Arterial Highway. We fear the Bucks County Planning Commission (BCPC) will attempt to justify this when it revises the federal functional classification of roadways, a process currently underway. If Stoopville Road is upgraded to an Arterial Highway, it will no longer qualify for traffic calming measures which are essential to traffic using this road in a manner consistent with the high level of residential development townships have placed there. We implore the BCPC not to upgrade the classification of this road and implore the DVRPC to reject any attempt to do so.

In 1999/2000 Stoopville Road was rehabilitated twice at taxpayer cost of over \$1.5 million. In this climate of tight funding, all dollars should be put toward making the principal arterial highways in our region the most effective for handling heavy industrial traffic.

As movement of stone by rail will improve the quarry truck safety issues on our residential roads, we also respectfully request that the DVRPC endorse the RCC resolution, RESOLUTION RE: RAIL GONDOLAS AS ALTERNATIVE TO QUARRY TRUCKS ON SWAMP ROAD, which reads:

"Transporting stone by trucks from the Bucks County quarries creates dangers on the present highway routes. Complaints from the community are frequently heard regarding the impact of the current routes to their public safety. The trucks also create wear and tear on light-duty roads. The RCC proposes that the potential rail carriers concerned create an alternate rail route that takes most of the truck movement off the highway and onto the rails using existing rail lines and technologies. The RCC believes this idea has great merit, and we urge DVRPC to encourage these carriers to submit a proposal for moving the aggregate by rail."

The Short Line Railroads expressed great interest in hauling stone at the April 2, 2004 Surface Transportation Board Public Hearing and the April 14, 2004 Delaware Valley Goods Movement Task Force Meeting. The removal of any amount of quarry trucks from Stoopville Road, and other roads in the region, will yield much needed improvement of the public safety of the citizenry at large. Exhibit IX, a CD containing a Fox Newscast covering this issue (aired at 10 PM on April 5, 2004), will be included in our oral testimony submission.

In summary, we respectfully request that the DVRPC endorse the RCC RESOLUTIONS regarding the Stoopville Road Rehabilitation Project and Use of Rail Gondolas as Alternative to Quarry Trucks and reject any attempt to upgrade the highway classification of Stoopville Road.

Thank you for your time.

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478-10-21 / Ex-33

Actual

Draft DVRPC FY 2005 Transportation Improvement Program (Pennsylvania)

WRITTEN TESTIMONY SUBMISSION: June 3, 2004. # Pages 61, #Exhibits 12

RE: Project Name: Stoopville Road Rehabilitation Project
(FY 2005 TIP project submitted by Newtown Township)

OBJECTIVE:

Although the Stoopville Road Rehabilitation Project was not placed in the DVRPC FY2005 DRAFT TIP, we anticipate there may be oral or written testimony requesting that it be added or that this project may be forwarded to the DVRPC in the future for consideration as a TIP Action. Since implementation of this project will escalate the traffic safety crisis that already exists on Stoopville Road, we ask the Delaware Valley Regional Planning Commission (DVRPC) to go on record NOW against the concept of the project and in support of traffic calming measures that will maintain capacity and improve public safety on this road.

- We ask the DVRPC to endorse the Regional Citizens Committee (RCC) resolution regarding the Stoopville Road Rehabilitation Project that reads:

"The DVRPC Regional Citizens Committee has learned that PennDOT will be meeting shortly to determine regional traffic solutions that will affect Lindenhurst, Stoopville and Worthington Mill Roads in Bucks County. The RCC rejects the concept of the Stoopville Road Rehabilitation Project because it exacerbates an already volatile public safety issue. We urge PennDOT to consider replacing this project with traffic calming measures that would maintain capacity and improve public safety on this minor collector road. (Currently Stoopville Road is comprised of a heavily developed residential community with the potential for a minimum of several hundred additional homes, making the safety of residents and their children a major concern.)"

- In addition, since movement of stone by rail would improve the quarry truck safety issues on our residential roads, including Stoopville Road, we ask the DVRPC to endorse the RCC resolution, RAIL GONDOLAS AS ALTERNATIVE TO QUARRY TRUCKS ON SWAMP ROAD, which reads,

"Transporting stone by trucks from the Bucks County quarries creates dangers on the present highway routes. Complaints from the community are frequently heard regarding the impact of the current routes to their public safety. The trucks also create wear and tear on light-duty roads. The RCC proposes that the potential rail carriers concerned create an alternate rail route that takes most of the truck movement off the highway and onto the rails using existing rail lines and technologies. The RCC believes this idea has great merit, and we urge DVRPC to encourage these carriers to submit a proposal for moving the aggregate by rail."

- Lastly, we implore the DVRPC to reject any attempt to upgrade the functional classification of Stoopville Road from a Minor Collector Road to an Arterial Highway. If Stoopville Road is upgraded to an Arterial Highway, it will no longer qualify for traffic calming measures which are essential to traffic using this road in a manner consistent with the high level of residential development townships have placed there.

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SUMMARY:

- The speakers who gave oral testimony on June 3, 2004 represent Residents for Regional Traffic Solutions, Inc. (RRTS), a regional citizens' group. Members are from Lower Makefield, Upper Makefield, Newtown, Wrightstown and Northampton Townships and the organization represents well in excess of 8,000 residents.
- A high volume of heavy truck traffic is bypassing Route 332, the Newtown Bypass (a four lane, limited access divided highway), and using Lindenhurst, Stoopville and Worthington Mill Roads (all minor, residential collector roads) as a cut-through en route to I-95. The cut-through quarry truck traffic is compelled to push the speed limit, as drivers are paid by the load and the industry often promises on time deliveries. Truckers know that they are less likely to be stopped on minor roads. Dozens of school buses that necessarily use these roads to pick up and drop off our children are mixed with, in excess of, 800 heavy trucks/day weighing up to 80,000 pounds each. Numerous near-misses have been reported involving heavy trucks, school buses and our school children, as reported by RRTS in a February, 2004 letter to Representative David Steil (Exhibit I). Road rage is fostered by the inappropriate mix of dangerous traffic traveling through our neighborhoods. We are experiencing a traffic safety crisis on these secondary roads.
- The cut-through route comprised of Lindenhurst, Stoopville and Worthington Mill Roads will be referred to as the "residential route" throughout this document.
- Traffic coming from I-95 travels west along the Newtown Bypass for ¼ mile and then turns north onto Lindenhurst Road, the first leg of the 9.7 mile, circuitous residential route (see Traffic Flow Map, Exhibit II). This route continues along Stoopville and Worthington Mill Roads. In total, there are in excess of 155 access points, most residents' driveways (blue dots) and feeder roads from sub-divisions housing over 7,000 residents. There are four Wrightstown quarries located on Swamp Road (a Principal Arterial Highway), just 3 miles northwest of where the Newtown Bypass becomes Swamp Road.

On the enclosed CD-ROM (Exhibit III), video #1, entitled BYPASSING THE BYPASS, shows over 90% of the heavy commercial traffic turning off the Newtown Bypass and using the residential route as a cut-through, beginning with Lindenhurst Road. When viewing this video, please refer to the map in Exhibit II, as the green, pie-shaped markers point to the filming locations referenced in the video. Also note that the video script is Exhibit IV.

- Residents are fearful for their children and themselves who must regularly travel these routes. This is a suburban/rural setting whereby residents must travel by car or school bus for their daily activities outside the home. In November, 2002 the principal of Quarry Hill Elementary (one of three elementary schools located just off Lindenhurst Road), stated this at a Lower Makefield Township Board of Supervisors meeting, "We take a chance every day when we put hundreds of kids from Afton, Quarry Hill and the Grey Nun Academy on the buses up there... It's a matter of time. We need to take the issue into our own hands and do what we need to do... we have to take back the [Lindenhurst] road." (See newspaper article; page 7, Exhibit V).
- Exhibit V contains communications that focus on the traffic safety crisis along the residential route and involve the Pennsbury School District and the Grey Nun Academy. This information was taken from a document entitled Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc. (October, 1971- October 8, 2003).
- On July 9, 2003 the Board of Trustees of the Eagleton Farms Homeowners Association (EFHA) presented a Resolution at the Newtown Township Board of Supervisors meeting that stated, "...WHEREAS, the EFHA has followed the regional traffic issues, which include the increased truck traffic on Stoopville Road, out of concern for the safety of its residents... the

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Board of Trustees requests the Newtown Township Board of Supervisors to direct the township's engineer to conduct a study of potential traffic calming measures for Stoopville Road... [and] direct that a presentation on the study results be made at a regularly scheduled NTBS meeting within 60 days of this date." (See Exhibit VI)

- Exhibit VII contains communications that focus on the traffic safety crisis and involve the Council Rock School District*. A July 14, 2003 letter from an Eagleton Farms Subdivision representative to the Council Rock School Board President states this about Stoopville Road: "We hope that you (as we, and all other parents) find this serious safety issue one that has been ignored for too long." (Exhibit VII, pages 8-10).

In a June, 2003 letter to PennDOT (Exhibit VII, page 7), the superintendent of Council Rock School District stated this about Worthington Mill Road: "The safety of our students is of paramount importance... we have averaged stopping 40 times per day on this relatively short stretch of winding, narrow road. Worthington Mill Road under present conditions and circumstances requires action to insure the safety of our students." Videos #2 and #3 on the enclosed CD-ROM (Exhibit III) show you why. (Video #2 is a CBS/KYW 3 NEWS SEGMENT that aired at 6 PM on June 5, 2003 and video #3 is entitled TRUCK DANGER on WORTHINGTON MILL ROAD.)

In a March, 2004 letter to Governor Ed Rendell (Exhibit VII, pages 11-12), the superintendent of Council Rock School District stated this about Worthington Mill Road, "Our administration has received many reports of quarry trucks passing stopped school buses from our drivers, school students, and parents. The 34,000 lb. to 80,000 lb. trucks often are unable to stop in time. Parents of school students presented me with videotape of 70 heavy trucks traveling Worthington Mill from 8:00 a.m. to 9 a.m. on January 13, 2004, when our buses were running. The potential for a tragic accident is clear and present."

- Residents are outraged that the traffic safety crisis on the residential route has been brought about and encouraged by PennDOT District 6 and state and local politicians who have been satisfied to keep Swamp Road closed to heavy trucks for over 30 years and who have accepted untimed lights on the Newtown Bypass, despite a 1988 DVRPC study (Newtown Township Traffic Study) that placed *synchronization of the bypass lights* as Newtown Township's No. 1 top priority project (fully funded at that time).
- The danger exists due to the failure of PennDOT District 6 and local and state officials to address the functional deficiencies on the principal arterial highways in our region. These parties continue to implement changes step by step that make our minor residential collector roads more conducive for use by industrial traffic and make the arterial highways in our region less conducive for use by industrial traffic. The Stoopville Road Rehabilitation Project, calling for further widening and straightening of this road even though the most significant horizontal curves and problem intersection are already being addressed by a developer, is another step that will encourage higher volumes of commercial traffic traveling at greater speeds to use the residential route, rather than the Newtown Bypass.
- We respectfully request that the DVRPC endorse the RCC RESOLUTION regarding the Stoopville Road Rehabilitation Project, as stated in the OBJECTIVE section of this written testimony. We ask the DVRPC to go on record NOW against the Stoopville Road Rehabilitation Project and in support of traffic calming measures that will maintain capacity and improve public safety on this road. We ask the DVRPC to do this in regard for the heavy residential land use along Stoopville Road.

*Some communications are taken from the document Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc. (October, 1971-October 8, 2003)

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- Lower Makefield Township has gone on record opposing the Stoopville Road Rehabilitation Project in a February, 2004 letter to Representative Steil (Exhibit VIII) and a May, 2004 letter to Mr. John Coscia (Exhibit IX). These letters state, "The Supervisors feel it is critical that industrial traffic be channeled to the Newtown Bypass and that the rehabilitation of Stoopville Road will only prove to further invite large truck traffic through residential neighborhoods at higher speeds."
- The construction of the I-95/PA Turnpike Interchange, a 12 year project, will soon commence and result in millions of tons of additional stone being transported from the Wrightstown quarries (100+ years of quarry life remaining), as this stone meets PennDOT specifications and these are the closest quarries to the construction site. Transportation of additional stone through our residential neighborhoods during all hours of the day and night will exacerbate an already volatile situation.
- The Stoopville Road Rehabilitation Project is in direct opposition to traffic calming measures desperately needed on Stoopville Road and the other minor collector roads on the residential route. There is pressure in our region to upgrade the functional classification of Stoopville Road from a Minor Collector Road to an Arterial Highway. We fear the Bucks County Planning Commission (BCPC) will attempt to justify this when it revises the federal functional classification of roadways, a process currently underway. If Stoopville Road is upgraded to an Arterial Highway, it will no longer qualify for traffic calming measures which are essential to traffic using this road in a manner consistent with the high level of residential development townships placed there. We implore the BCPC not to upgrade the classification of this road and implore the DVRPC to reject any attempt to do so.
- In 1999/2000 Stoopville Road was rehabilitated twice at taxpayer cost of over \$1.5 million. In this climate of tight funding, all dollars should be put toward making the principal arterial highways in our region the most effective for handling heavy industrial traffic.
- As movement of stone by rail will improve the quarry truck safety issues on our residential roads, we also respectfully request that the DVRPC endorse the RCC resolution, RESOLUTION RE: RAIL GONDOLAS AS ALTERNATIVE TO QUARRY RUCKS ON SWAMP ROAD, as stated in the OBJECTIVE section of this written testimony.
- The Short Line Railroads expressed great interest in hauling stone at the April, 2004 Surface Transportation Board Public Hearing and the April, 2004 Delaware Valley Goods Movement Task Force Meeting. Exhibit X is a CD of a Fox Newscast (aired at 10 PM on April 5, 2004) covering this issue: The removal of any amount of quarry trucks from Stoopville Road, and other roads in the region, will yield much needed improvement of the public safety of the citizenry at large.
- It is imperative that the DVRPC view the traffic safety crisis along Stoopville Road with objectivity, so that the much-needed traffic calming measures are implemented before a busload of kids gets killed. It is an accident waiting to happen whenever any of these behemoth vehicles choose to take the secondary roads (see recent crash/incident history, Exhibit XI*).

Some communications are taken from the document Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc. (October, 1971-October 8, 2003)

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- History shows that the players, who made transportation decisions for our region in the past, did so based upon self-interest and political agendas in total disregard for the safety of the citizenry at large. These players fell under the "Bucks County Umbrella of Politics" and PennDOT District 6. Many of them will be participants in the Regional Traffic Coalition that Representative Steil is forming, where the goal will be to develop a regional traffic plan. Numerous significant conflicts of interest exist amongst these players, as outlined in an April, 2004 letter from RRTS to Deputy Secretary Hoffman and Representative Steil (Exhibit XII, Written Comment Submission for the April 22, 2004 Regional Traffic Meeting).
- Based upon past history, RRTS is highly concerned that the recommendations from this coalition will not be based upon sound professional transportation and traffic engineering practices. We have grave concerns that the people making critical transportation decisions for our region (Representative Steil, township officials, PennDOT District 6 Administrator Andrew Warren) have no transportation and traffic engineering education/ certification. It is imperative that a non-aligned Professional Engineer (P.E.) from PennDOT Harrisburg (who is outside the "Bucks County Umbrella of Politics") be involved in the transportation decisions for our region.

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**State Transportation Commission Public Hearing
2007 Transportation Program.**

ORAL TESTIMONY

Persons Testifying: Alex Herman, Susan Herman

Organization: Residents for Regional Traffic Solutions, Inc. (R.R.T.S.)
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Project Name: Stoopville Road Rehabilitation

Thank you for this opportunity. I am Alex Herman and this is Susan Herman of Residents for Regional Traffic Solutions, Inc. or R.R.T.S. Our regional citizens group represents well in excess of 9,000 residents from five townships affected by the inordinately high volume of truck traffic in our region - much of it quarry truck traffic.* We are opposing the Stoopville Road Rehabilitation Project, as we did two years ago (see Project Abstract, Exhibit I).

I would like to give you some background (See Traffic Flow Map, Exhibit II).

The New Hope-Ivyland Railroad is here. Four booming Wrightstown Township quarries are located on Swamp Road, just 3.5 miles northwest of where Swamp Road becomes the Newtown Bypass (Route 332). The Newtown Bypass, a four-lane, limited access divided highway built specifically for commercial traffic with \$23 million taxpayer dollars, is the safest road in the region for trucks and leads to I-95.

Three routes made up of arterial highways go from the quarries to the Newtown Bypass. These are Swamp Road, PA Traffic Route 232 to PA Traffic Route 413, and PA Traffic Routes 232 to PA Traffic Route 332. For more than 30 years, loaded quarry trucks were prevented from using parts of Swamp Road going south, due to a series of weight-restrictions systematically placed on culverts along the road. There was a pattern that even our State Representative acknowledged in public forums- history had shown that when a weight-restricted culvert was replaced, PennDOT District 6 would inspect the culvert south of it and, unbelievably, weight- restrict it!

In the last TIP round we informed you that more than 800 trucks per day were diverted off Swamp Road onto this [residential] route because the culvert south of Worthington Mill Road was posted at 10 tons. This heavily developed residential route is comprised of Worthington Mill, Stoopville and Lindenhurst Roads- all Minor Collector Roads- and well in excess of 8,000 residents live along it. Near- misses between quarry trucks and school buses became all too frequent an occurrence. We reported this to State Representative David Steil in a February 2004 letter, imploring him to reject the Stoopville Road Rehabilitation Project, which would only make matters worse (Ex. III).

* The townships are Newtown, Wrightstown, Northampton, Lower Makefield & Upper Makefield.

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The residential route has 155 access points, most residential driveways shown by blue pins, versus 16 access points along this section of Swamp Road [between Worthington Mill Road and the Newtown Bypass]. It is 9.7 miles from the quarries to the Newtown Bypass via the residential route versus 3.5 miles from the quarries to the Newtown Bypass via Swamp Road. There are 6 turns to get to the Newtown Bypass on the residential route versus no turns traveling south on Swamp Road. The residential route literally "bypasses the Bypass".

Politicians were satisfied with the diversion of truck traffic onto the residential route. It took the tireless efforts of R.R.T.S. and residents to reach the ear of Deputy Secretary Gary Hoffman, who supported replacing the posted culvert and the deteriorated culvert south of it simultaneously. In January 2005, Swamp Road was opened to ALL traffic for the first time in over thirty years. We are grateful to Deputy Secretary Hoffman and his staff, as many trucks are choosing this most direct route to get to I-95, rather than the residential route. We are also grateful to Deputy Secretary Hoffman for agreeing to have PennDOT Harrisburg study the Newtown Bypass under its Traffic Signal Enhancement Initiative Program (Exhibit IV). Proper timing and coordination of the 11 traffic signals is anticipated by late fall. Residents are relieved now that Harrisburg has taken over the reigns, as Newtown Township officials failed to time the lights, even though this was recommended as the Township's #1 top priority project in a 1988 Newtown Township Traffic Study conducted by the Delaware Valley Regional Planning Commission (DVRPC).

We oppose the Stoopville Road Rehabilitation Project because it is essentially the middle leg of the "northern bypass alternative" studied in the DVRPC's 1988 Newtown Township Traffic Study. Here is the map on Page #61 of the 1988 Study (Exhibit V). The northern bypass is comprised of Worthington Mill Road, an upgraded intersection at Route 413 and Stoopville Road, upgraded Stoopville Road, extended Silver Lake Road, and upgraded Silver Lake Road out to the Newtown Bypass. The segment labeled "Upgrade Stoopville Road" corresponds to the Stoopville Road Rehabilitation Project. The northern bypass route corresponds to these roads on the Traffic Flow Map. Silver Lake Road, which is in Newtown Township, runs parallel to Lindenhurst Road, which is primarily in Lower Makefield Township. Silver Lake Road has heavy residential development along it.

Although it was concluded that the northern bypass was not the answer to the region's traffic woes, step by step over the years, it is being constructed behind residents' backs. Politicians refute this, yet when asked to give back the Rights-of-Way acquired along the undeveloped portion of Gaucks Lane, they refuse to do so.

The Stoopville Road Rehabilitation Project calls for realignment and signalization of the intersection with Washington Crossing Road (Exhibit VI). Page #81 of the 1988 Study says, "To affect a northern bypass via Stoopville Road, it is vital to realign this intersection." (See Exhibit V.) Stoopville Road has been rehabilitated two times in the past five years at taxpayers' cost of \$1.5 million dollars. Why is this intersection being revisited?

The Stoopville Road Rehabilitation Project addresses variable lane widths and horizontal alignment which equates to widening and straightening the road. This will bring higher volumes of commercial traffic at even greater speeds through residential neighborhoods, further encouraging trucks to bypass the Bypass. Page #64 of the 1988 Study states,

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"Some of the benefits of the northern bypass scenario, in particular the diversion of gravel trucks, may be achieved with limited improvements to Stoopville Road." (See Exhibit V). We cannot support eliminating curves which serve as desperately needed traffic calming measures. We cannot support widening Stoopville's eleven-foot lanes. Lest you believe there is no middle ground, we want you to know we have supported the Township's safety recommendations being done by Toll Brothers as part of the Linton Hill Chase housing development already under construction here.

Residents implore you to replace the Stoopville Road Rehabilitation Project with traffic calming measures that include horizontal and vertical deflection. This will ensure that traffic will travel in a manner consistent with the residential land use adjacent to the road. A September 2004 Rosefield Home Association resolution (Exhibit VII) implored Newtown Township Supervisors to embrace a Regional Citizens Committee resolution (Exhibit VIII) rejecting the concept of the Stoopville Road Rehabilitation Project because it would exacerbate an already volatile public safety issue and urging PennDOT to consider replacing it with traffic calming measures.

In a July 2003 letter to the president of the Council Rock School Board, an Eagleton Farms sub-division representative said, "We hope that you (as we, and all other parents) find this serious safety issue one that has been ignored for too long." (See Exhibit IX.)

In the last TIP round, R.R.T.S. implored the DVRPC to reject any attempt to upgrade the functional classification of Stoopville Road from a Minor Collector Road to an Arterial Highway because this would disqualify the road for traffic calming measures. Traffic volumes on Stoopville Road are much higher than they should be due to the ill-functioning Newtown Bypass and neglected arterial highways leading to it.

Residents concur with Lower Makefield's letter of opposition submitted during the last TIP round. It said, "The Supervisors feel it is critical that industrial traffic be channeled to the Newtown Bypass and that the rehabilitation of Stoopville Road will only prove to further invite large truck traffic through residential neighborhoods at high speeds. It should be recognized that commercial traffic is best suited for the higher level roads in the Lower Bucks County region, that is, PA Traffic Routes 413, 232, 332, Newtown Bypass and Swamp Road which is the location of four industrial quarries." (See Ex. X).

A picture is worth a thousand words. Residents along the residential route can expect the dangerous mix of traffic in this video to return to their neighborhoods in greater volumes and greater speeds if the Stoopville Road Rehabilitation Project goes through. The Bypassing the Bypass video on this CD-ROM (Exhibit XI), shows the cut-through traffic on the residential route prior to Swamp Road being opened to ALL traffic in January 2005.* It starts with traffic exiting off I-95 and traveling west on the Newtown Bypass. Ninety percent of industrial traffic turns off onto Lindenhurst Road, the first leg of the residential route. The green numbers on the map represent film locations in the video.

The CD-ROM speaks for itself. Thank you.

*The CD-ROM contains 3 videos entitled Bypassing the Bypass, CBS/KYW 3 Newscast (aired on 6/5/03) and Truck Danger on Worthington Mill Road.

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R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

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STATE TRANSPORTATION COMMISSION WRITTEN TESTIMONY SUBMISSION

Submitted by: Susan Herman; Industrial Engineer, President of R.R.T.S.

Date: Sept. 22, 2005

of pages: 66

Project Name: *Stoopville Road Rehabilitation* (FY2007 TIP Project submitted by Newtown Twp.)

OBJECTIVES:

- We ask the State Transportation Commission to go on record against the Stoopville Road Rehabilitation Project which is, once again, being submitted as a Bucks County TIP project. (See Exhibit I, FY2005 TIP application). This project is being falsely promoted as a safety improvement to mitigate the traffic safety crisis that exists on Stoopville Road, a minor residential collector road with thousands of residents living along it.
- We oppose the Stoopville Road Rehabilitation Project because it is essentially the middle leg of the "northern bypass alternative" studied in the Delaware Valley Regional Planning Commission's 1988 Newtown Township Traffic Study (see Exhibit II; cover page and page #'s 61, 64 and 81 of the Study). The upgrades included in this project will result in higher volumes of commercial traffic traveling Stoopville Road at even greater speeds, further encouraging truck traffic to bypass the Newtown Bypass. The fact that politicians support this project validates our belief that there is strong pressure in our region to upgrade the functional classification of Stoopville Road to an arterial highway.



To the contrary, good engineering practice dictates that strong measures are needed to calm traffic on Stoopville Road so that traffic travels in a manner consistent with the adjacent heavy residential land use. Traffic calming measures, including those that incorporate horizontal and vertical deflection, are needed.

- Engineering design and proper infrastructure require that arteries be upgraded to function efficiently for arterial use and that capillary roads, or collector roads, be safe-guarded for residential use. Politicians and PennDOT District 6 have failed to do this. We have an ill-functioning Newtown Bypass where ten traffic lights between arterial highway Swamp Road (location of four booming quarries) and Interstate 95 are not timed properly (see Exhibit III; July 11, 2005 letter from Deputy Secretary Gary Hoffman to Mr. Terry Fedorchak). We have neglected arterial highways leading to the Newtown Bypass. This needs to be remedied.
- Although it was concluded in the DVRPC's 1988 Newtown Township Traffic Study that the northern bypass was not the answer to the region's traffic woes, step by step over the years, it is being constructed behind residents' backs. The Stoopville Road Rehabilitation Project is yet another step. Well in excess of 9,000 unsuspecting citizens will end up with an arterial system jammed through their back yards. It is time to stop this major breach of public trust.

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Traffic volumes on Stoopville Road are higher than they should be

- A "residential route" comprised of Worthington Mill, Stoopville and Lindenhurst Roads (all minor residential collector roads) is used as a cut-through that literally bypasses the Newtown Bypass by traffic en route to and from I-95. (See Exhibit IV, Traffic Flow Map.)
 - There are 6 turns and 155 access points (most residential driveways) on the "residential route" and well in excess of 9,000 residents living along it. It is 9.7 miles from the quarries to the Newtown Bypass via this route.
 - Compare this to no turns and 16 access points along the section of Swamp Road between Worthington Mill Road and the Newtown Bypass. It is 3.5 miles from the quarries to the Newtown Bypass via this route.
 - Drivers developed the habit of using the "residential route" as a cut-through because...
 - (a)... there are ten untimed traffic lights on the Newtown Bypass between Swamp Road and I-95. (Hard to believe, since the bypass was built specifically to handle commercial traffic using \$23 million taxpayer dollars and timing the lights was identified as Newtown Township's number one top priority project in the DVRPC's 1988 Newtown Township Traffic Study.)
 - (b)... for more than thirty (30) years, heavy truck traffic was diverted off arterial highway Swamp Road due to a series of weight restrictions systematically placed on culverts along the road. We are grateful for the good will and expertise of Deputy Secretary Gary Hoffman, who replaced the remaining deteriorated culverts on Swamp Road in 2004 and finally opened the road to ALL traffic in January, 2005.
 - Stoopville Road has been forced to function more like an artery because of the mismanagement of arterial highways in our region. This needs to be undone.
- PennDOT Harrisburg is now overseeing timing the lights on the Newtown Bypass and the promised completion date is late Fall 2005.
- It will take time for drivers to break the habit of using the "residential route" as a cut-through.

Northern bypass is an oxymoron

- Page #61 of the 1988 Newtown Township Traffic Study is a map of the "northern bypass" (Exhibit II). It is comprised of Worthington Mill Road, upgraded Stoopville Road, extended Silver Lake Road along Gaucks Lane, and upgraded Silver Lake Road out to the Newtown Bypass. The segment labeled "Upgrade Stoopville Road" corresponds to the Stoopville Road Rehabilitation Project. Silver Lake Road, which is in Newtown Township, runs parallel to Lindenhurst Road, which is primarily in Lower Makefield Township (see Exhibit IV; pink lines on Traffic Flow Map). Silver Lake Road has heavy residential development along it.
- Newtown Township has purposefully acquired Rights-of-Way along the full length of the "northern bypass" route, yet Township officials maintain that the northern bypass concept is "dead". Why, then, do officials refuse to give back the Rights-of-Way acquired along the undeveloped portion of Gaucks Lane, when residents ask them to do so?

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- It is utterly beyond belief that this collection of tiny minor residential collector roads is being considered as a northern bypass which will encourage trucks to go the wrong way in their approach to the Newtown Bypass.

- The Stoopville Road Rehabilitation Project ...

(a)...addresses "variable lane widths" and "horizontal alignment" (Exhibit I), which means that the road will be widened and straightened. While we can support widening and straightening arterial highways, we find it hazardous to do so on this collector road that runs through residential neighborhoods.* It will increase the hazard to residents, inviting truck crashes in their front and back yards. Page #64 of the 1988 Newtown Township Study states, "Some of the benefits of the northern bypass scenario, in particular the diversion of gravel trucks, may be achieved with limited improvements to Stoopville Road." (See Exhibit II). Encouraging the diversion of dangerous commercial traffic through residential neighborhoods is not a "benefit" according to good engineering practices.

(b)... calls for realignment and signalization of the intersection with Washington Crossing Road. Page #81 of the 1988 Newtown Township Traffic Study says, "To affect a northern bypass via Stoopville Road, it is vital to realign this intersection." (See Exhibit II.)

- Stoopville Road has been rehabilitated two times in the past five years at taxpayers' cost of \$1.5 million dollars. Why is this road being revisited?
- Why did Urban Engineer's 2002 Swamp Road Engineering Study (which cost taxpayers \$100,000) recommend that arterial highway Swamp Road only have eleven (11) foot wide lanes? Swamp Road offers the most direct north/south route between I-95 and our county seat. It is an arterial highway that becomes the Newtown Bypass, a four-lane limited access divided highway that intersects with I-95.
- In 1988, experienced global planners suggested at your own hearings (chaired by then Secretary of Transportation, Howard Yerusolim) that a **TRUE NORTHERN BYPASS** be constructed. This would run north/south between Route 13 and I-80, bypassing Yardley on the east, and run from the PA Turnpike and I-95 to I-78 using portions of Routes 413 and 611, on the west. The latter received interest amongst counties to the north already working with counties in New Jersey, and all of them coalesced with forces in Washington.
- Such a **TRUE NORTHERN BYPASS/** true artery system would free local roads from north and southbound arterial traffic. Such an arterial delivery system makes a lot more sense than using the two-bit minor collector roads previously mentioned in this testimony (Worthington Mill/ Stoopville/ Lindenhurst/ Silver Lake Roads and Gaucks Lane). It would offer a true remedy to our region's traffic woes.

Supervisors Object

- In the FY2005 TIP round, Lower Makefield Township submitted two letters of opposition to the Stoopville Road Rehabilitation Project. (See Exhibit V; February 10, 2004 letter to

*R.R.T.S. cannot support eliminating curves which serve as desperately- needed traffic calming measures on Stoopville Road nor can we support widening the road's eleven (11) foot wide lanes.

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State Representative David Steil and May 25, 2004 letter to Mr. John Coscia, Executive Director of the DVRPC.) The letter to Mr. Coscia states, "The Supervisors feel it is critical that industrial traffic be channeled to the Newtown Bypass and that the rehabilitation of Stoopville Road will only prove to further invite large truck traffic through residential neighborhoods at high speeds. It should be recognized that commercial traffic is best suited for the higher level roads in the Lower Bucks County region, that is, PA Traffic Routes 413, 232, 332, Newtown Bypass and Swamp Road which is the location of four industrial quarries."

Regional Citizens Committee Objects

- The Regional Citizens Committee (RCC) is a sub-committee of the DVRPC. In the FY2005 TIP round, the RCC asked the DVRPC to endorse this Resolution:

"The DVRPC Regional Citizens Committee has learned that PennDOT will be meeting shortly to determine regional traffic solutions that will affect Lindenhurst, Stoopville and Worthington Mill Roads in Bucks County. The RCC rejects the concept of the Stoopville Road Rehabilitation Project because it exacerbates an already volatile public safety issue. We urge PennDOT to consider replacing this project with traffic calming measures that would maintain capacity and improve public safety on this minor collector road. (Currently Stoopville Road is comprised of a heavily developed residential community with the potential for a minimum of several hundred additional homes, making the safety of residents and their children a major concern.)"

Citizens Protest

- In the FY2005 TIP round, R.R.T.S. (and other citizens) offered oral and written testimony in opposition to the Stoopville Road Rehabilitation Project at hearings held by the State Transportation Commission, Bucks County Planning Commission and the Delaware Valley Regional Planning Commission. (See Exhibit VI; written testimony submitted by R.R.T.S. to the DVRPC.)
- At the same hearings, R.R.T.S. offered oral and written testimony in favor of FY2005 TIP applications asking for traffic calming measures on Worthington Mill, Stoopville and Lindenhurst Roads. (See Exhibit VII; TIP applications submitted by Lower Makefield Township and R.R.T.S. and written testimony submitted by R.R.T.S. to the Bucks County Planning Commission.)
- R.R.T.S. asked State Representative David Steil to go on record against the Stoopville Road Rehabilitation Project in a letter dated February 6, 2004 (Exhibit VIII). The letter stated that this project would worsen the current situation, where near-misses between quarry trucks and school buses had become all too frequent an occurrence. Representative Steil did not take a position on the project. He publicly stated that the Stoopville Road issue is a decision for the Newtown Township Board of Supervisors to address, not for him to address. He maintains that the Stoopville Road Rehabilitation Project is an internal project that "is a proprietary to Newtown Township". (See Exhibit IX; specifically, page #2 of the meeting minutes - November 29, 2004 Regional Traffic Planning Task Force meeting.) Residents find his statement to be a virtual endorsement of the project. This project is not proprietary to one township since other townships are involved. Stoopville Road runs through Newtown, Wrightstown, Upper Makefield and Lower Makefield Townships.

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Rail Option

- Given the public safety crisis and congestion in our region as a result of the inordinately high volume of truck traffic here, it is beyond belief that more attention has not been given to legislation going through Congress to use parallel rail routes to relieve congestion from highways.

A picture is worth a thousand words

- Please refer to Exhibit X, a CD-ROM entitled Bypassing the Bypass. The CD-ROM contains 3 videos entitled Bypassing the Bypass, CBS/KYW 3 Newscast (aired on 6/5/03), and Truck Danger on Worthington Mill Road. We ask you to view this 13 minute long CD-ROM in its entirety.
- Residents along the "residential route" can expect the dangerous mix of traffic shown in the Bypassing the Bypass video to return to their neighborhoods in greater volumes and greater speeds if the Stoopville Road Rehabilitation Project goes through. This video shows the cut-through traffic on the "residential route" prior to Swamp Road being opened to ALL traffic in January 2005. It starts with traffic exiting off I-95 and traveling west on the Newtown Bypass. Ninety percent (90%) of industrial traffic turns off onto Lindenhurst Road, the first leg of the residential route. (See Exhibit IV; green numbers on Traffic Flow Map correspond to film locations in the video. Also see Exhibit XI; commentary that accompanies the video.)
- It is no wonder that strong opposition to this project has prevented it, time and again, from being selected for the First Four Years of the Twelve Year Plan.
- It is time for Newtown Township officials to stop demonstrating their interest in waiting out the opposition, so they can slip this project through, perhaps even as a TIP amendment.

School administrators and residents have cried out

- School administrators and residents have cried out because of the dangerous mix of traffic that has been encouraged to use the "residential route" (Worthington Mill, Stoopville and Lindenhurst Roads).
- Exhibit XII contains communications involving the Pennsbury School District and Grey Nun Academy. (The information was taken from a document entitled Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc.; October, 1971- August 1, 2005).

Note the newspaper article on page 7 of Exhibit XII. In November, 2002 the principal of Quarry Hill Elementary (one of three elementary schools located just off Lindenhurst Road), stated at a Lower Makefield Township Board of Supervisors meeting, "We take a chance every day when we put hundreds of kids from Afton, Quarry Hill and the Grey Nun Academy on the buses up there... It's a matter of time. We need to take the issue into our own hands and do what we need to do...we have to take back the road [Lindenhurst]."

- Exhibit XIII contains communications involving the Council Rock School District. (Some communications are taken from a document entitled Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc.; October, 1971- August 1, 2005).

A July 14, 2003 letter from an Eagleton Farms Subdivision representative to the Council Rock School Board President states: "We hope that you (as we, and all

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other parents) find this serious safety issue [on Stoopville Road] one that has been ignored for too long." (Exhibit XIII, pages 8-10).

In a June 2003 letter to PennDOT, the superintendent of Council Rock School District stated this about Worthington Mill Road: "The safety of our students is of paramount importance... we have averaged stopping 40 times per day on this relatively short stretch of winding, narrow road. Worthington Mill Road under present conditions and circumstances requires action to insure the safety of our students." (See Exhibit XIII, page 7.)

In a March 2004 letter to Governor Ed Rendell, the superintendent of Council Rock School District stated this about Worthington Mill Road, "Our administration has received many reports of quarry trucks passing stopped school buses from our drivers, school students, and parents. The 34,000 lb. to 80,000 lb. trucks often are unable to stop in time. Parents of school students presented me with videotape of 70 heavy trucks traveling Worthington Mill from 8:00 a.m. to 9 a.m. on January 13, 2004, when our buses were running. The potential for a tragic accident is clear and present." (See Exhibit XIII, pages 11-12.)

- The Board of Trustees of the Eagleton Farms Homeowners Association presented a July 9, 2003 Resolution to the Newtown Township Board of Supervisors, out of concern for the safety of their residents (Exhibit XIII, page 10).
- The Rosefield Home Association Board of Directors presented a September 21, 2004 Resolution to the Newtown Township Board of Supervisors, out of concern for the safety of their residents (Exhibit XIV). This Resolution was also presented to the Regional Traffic Planning Task Force at the Task Force meeting held on September 29, 2004.*

Residents deserve more

- If the Stoopville Road Rehabilitation Project goes through and the northern bypass studied by the DVRPC is constructed behind residents' backs, right in their back yards, this will be a major breach of public trust. We ask the State Transportation Commission to reject this project, once and for all.

* The Regional Traffic Planning Task Force is headed by both State Representative David Steil and State Representative Scott Petri.

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

Mrs. Lynn Bush; Executive Director, Bucks County Planning Commission
Neshaminy Manor Center
1260 Almshouse Road
Doylestown, PA 18901

September 23, 2005

RE: Bucks County Transportation Improvement Program (BCTIP)

Dear Mrs. Bush,

We respectfully request that you include the attached two TIP project applications, that I am hand-delivering today, in the 2005 BCTIP:

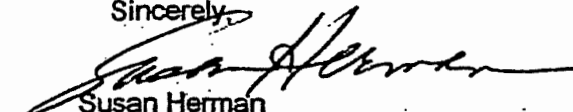
- (1) Lindenhurst Road Traffic Calming, Phase II
- (2) Stoopville Road and Worthington Mill Road Traffic Calming

If you have any questions regarding this request or the accompanying BCTIP applications, please call me at (215) 504-9670.

As you know, our organization, Residents for Regional Traffic Solutions, Inc., is a regional citizens group that represents well in excess of 9,000 residents from Lower Makefield, Upper Makefield, Newtown, Wrightstown and Northampton Townships. I would like to inform interested residents of the date/time for the Bucks County Planning Commission public meeting for the BCTIP so they can plan to attend. Can you please give me this information?

I have not heard back from you regarding whether we will be permitted to show our critically important 3-minute long CD-ROM at the BCTIP public meeting. Our picture is worth a thousand words. I hope to hear from you soon and thank you for your consideration.

Sincerely,


Susan Herman
President

CC: Governor Ed Rendell
Secretary of Transportation, Allen Biehler
Deputy Secretary of Highway Administration, Gary Hoffman
State Senator, Joe Conti
State Representative, David Steil
Bucks County Commissioners: Charles Martin, Sandra Miller, and James Cawley
Executive Director/DVRPC, John Coscia
Bucks County Planning Commission Board Chairman, Robert Grunmeier
Rich Brahler
Council Rock School Board President, Susan Vicedomini; and Superintendent, Mark Klein
Pennsbury School Board President, Linda Palsky; and Superintendent, Ralph Nuzzolo
R.R.T.S. membership (mass e-mail)
Bucks County Courier Times
Yardley News & Advance
Philadelphia Inquirer

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Hand-delivered a
copy for Mrs. Bush &
Mr. Richard Brahler

Signed for by: Kristi Prandora

Delivery date: 9/23/2005

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Bucks County Planning Commission Public Meeting FY2007 Transportation Improvement Program

ORAL TESTIMONY

Persons Testifying: Susan Herman (Industrial Engineer, President of R.R.T.S.),
Claudia Fontaine, Marcy Conti

Organization: Residents for Regional Traffic Solutions, Inc. (R.R.T.S.)
P.O. Box 285
Newtown, PA 18940
ph: 215 504-9670, fax: 215 504-0757
email: RRTSbucks@aol.com

Date: October 20, 2005 **# of Pages:** 41

Project Name: Stoopville Road Rehabilitation

Thank you for this opportunity. My name is Susan Herman. I am an industrial engineer with a degree in industrial engineering from Penn State University and president of Residents for Regional Traffic Solutions, Inc. or R.R.T.S. Our regional citizens group represents well in excess of 9,000 residents from five townships affected by the inordinately high volume of truck traffic in our region - much of it quarry truck traffic.* We are opposing the Stoopville Road Rehabilitation Project, as we did two years ago (see Exhibit I, written testimony submitted to the Delaware Valley Regional Planning Commission, DVRPC, in the FY2005 TIP round). This is Claudia Fontaine and this is Marcy Conti.

I would like to give you some background (see Traffic Flow Map, Exhibit II). The New Hope - Ivyland Railroad is here. Four booming Wrightstown Township quarries are located on Swamp Rd, just 3.5 miles north of where Swamp Road becomes the Newtown Bypass (Route 332). The Newtown Bypass, a four-lane limited access divided highway built specifically for commercial traffic with \$23 million taxpayer dollars, is the shortest, most logical way for trucks to reach I-95 from the quarries and is the safest road in the region for trucks. Three routes made up of arterial highways go from the quarries to the Newtown Bypass: one route is Swamp Road, one route is PA Traffic Route 232 to PA Traffic Route 413, and one route is PA Traffic Route 232 to PA Traffic Route 332.

For more than 30 years, loaded quarry trucks were prevented from using Swamp Road going south to I-95 because of a series of weight restrictions systematically placed on culverts along the road. There was a pattern that even our State Representative acknowledged in public forums. PennDOT District 6 had a history of replacing a weight restricted culvert only to immediately inspect another culvert south of it and, unbelievably, weight-restrict IT!

*The townships are Newtown, Wrightstown, Northampton, Lower Makefield & Upper Makefield.

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In the last TIP round we informed you that more than 800 trucks per day were being diverted from Swamp Road onto this heavily residentially-developed route [Worthington Mill/ Stoopville/ Lindenhurst Roads], due to the 10-ton weight restriction on the culvert just south of Worthington Mill Road. Forced to use this longer, circuitous route comprised of Worthington Mill, Stoopville and Lindenhurst Roads, the commercial traffic needlessly endangered the welfare of over 8,000 residents. Compare the 155 access points, most residential driveways shown by blue pins, versus the 16 access points along this section [previously restricted section] of Swamp Road leading to the Bypass. Note also that it is 9.7 miles from the quarries to the Newtown Bypass via the heavily developed residential route, versus 3.5 miles from the quarries to the Newtown Bypass via Swamp Road. There are 6 turns on the Worthington Mill/ Stoopville/ Lindenhurst Road route, versus NO turns traveling south on Swamp Road. The circuitous route has trucks literally "bypassing the Bypass".

Near misses between quarry trucks and school buses became all too frequent an occurrence along Worthington Mill, Stoopville and Lindenhurst Roads. We reported this to State Representative David Steil in a February 2004 letter, imploring him to reject the Stoopville Road Rehabilitation Project, which would only make matters worse along this route (Exhibit III). The proposed upgrade to Stoopville Road would encourage more trucks to travel faster through neighborhoods where, as we speak, even more homes are going up.

The truth is, politicians were happy with the diversion of truck traffic onto this heavily residentially-developed route. It took the tireless efforts of RRTS to finally reach the ear of Deputy Secretary Gary Hoffman, who supported replacing the restricted culvert and the deteriorated culvert south of it SIMULTANEOUSLY. In January 2005 Swamp Road was finally opened to ALL traffic for the first time in over 30 years. We are grateful to Mr. Hoffman and his staff for ending this unconscionable manipulation of traffic and also for agreeing to have PennDOT Harrisburg study the Newtown Bypass traffic lights under its Traffic Signal Enhancement Initiative Program (Exhibit IV). Synchronization of the eleven traffic signals is expected by June 2006.* Residents are relieved now that Harrisburg has taken over, as Township officials failed to time the Bypass lights for years. In fact, the DVRPC recommended that Newtown Township make timing the lights its top priority project in a traffic study as far back as 1988!

We oppose the Stoopville Road Rehabilitation Project because it is essentially the middle leg of the "northern bypass alternative" studied in the DVRPC's 1988 Newtown Township Traffic Study. Here is the map on Page #61 of the 1988 Study (Exhibit V). The northern bypass, as shown here, is comprised of Worthington Mill Road, an upgraded intersection at Route 413 and Stoopville Road, upgraded Stoopville Road, extended Silver Lake Road along Gaucks Lane, and upgraded Silver Lake Road out to the Newtown Bypass. The segment labeled "Upgrade Stoopville Road" is the location of the proposed Stoopville Road Rehabilitation Project. The northern bypass route on this map [page #61 of the 1988 Study] corresponds to these roads on the Traffic Flow Map. Silver Lake Road, which is in Newtown Township, runs parallel to Lindenhurst Road, which is primarily in Lower Makefield Township. Silver Lake Road is a local road with heavy residential development along it.

*At the 9/29/05 meeting of the Regional Traffic Planning Task Force, Mr. Bill Laubach (PennDOT Harrisburg) informed us that the lights would not be synchronized until June 2006.

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Although the DVRPC concluded [in the 1988 Study] that the northern bypass was not the answer to the region's traffic woes, step by step over the years, it is being constructed behind residents' backs. Politicians deny this, but their actions speak louder than their words. Why has Stoopville Road been rehabilitated TWICE in the last five years at taxpayer cost of \$1.5 million dollars, and now the Stoopville Road Rehabilitation Project is calling for another \$1.7 million dollars to further upgrade the road? The Stoopville Road Rehabilitation Project calls for the realignment and signalization of the Washington Crossing Road intersection (Exhibit VI). Is it really mere coincidence that page #81 of the 1988 Study states that "To affect the northern bypass via Stoopville Road, it is vital to realign this intersection."? (See Exhibit V.) Even more curious is politicians' refusal to give back the Rights-of-Way acquired along the undeveloped portion of Gaucks Lane. What possible reason can be given for this refusal, other than the future northern bypass?

The Stoopville Road Rehabilitation Project also addresses variable lane widths and horizontal alignment which will result in widening and straightening the road, bringing higher volumes of commercial traffic at even greater speeds through residential neighborhoods. Page #64 of the 1988 Study states, "Some of the benefits of the northern bypass scenario, in particular the diversion of gravel trucks, may be achieved with limited improvements to Stoopville Road." (See Exhibit V.) We cannot support eliminating curves which serve presently as desperately-needed traffic calming measures. We cannot support widening Stoopville's eleven-foot lanes.

Residents implore you to replace the Stoopville Road Rehabilitation Project with the Stoopville RD and Worthington Mill RD Traffic Calming Project that R.R.T.S. has submitted for a second time, in this TIP round. (See Exhibits VII and VIII, TIP applications submitted in FY2005 and FY2007 TIP rounds.) Traffic calming measures should include horizontal and vertical deflection to ensure that traffic travels in a manner consistent with the heavy residential land use along the road. A September 2004 Rosefield Home Association resolution (Exhibit IX) implored Newtown Township Supervisors to embrace a Regional Citizens Committee resolution (Exhibit X) rejecting the Stoopville Road Rehabilitation Project because it would exacerbate an already volatile public safety issue and urging PennDOT to replace the proposed project with traffic calming measures, instead.

In a July 2003 letter to the president of the Council Rock School Board, an Eagleton Farms sub-division representative said, "We hope that you (as we, and all other parents) find this serious safety issue one that has been ignored for too long." (See Exhibit XI.)

In the last TIP round, R.R.T.S. implored the DVRPC to reject any attempt to upgrade the functional classification of Stoopville Road from a Minor Collector Road to an Arterial Highway because this would disqualify the road for traffic calming measures. We recently became alarmed (on June 23, 2005), when State Representative Steil's Regional Traffic Planning Task Force decided to review the functional classifications of all roadways in their Bucks County Regional Traffic Study for possible revision. This is a set-up for upgrading Stoopville Road to an arterial highway and making it into a northern bypass. Or, should I say, a "Backyard Bypass"!

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As an Industrial Engineer, I can assure you that sound engineering practices dictate we should not be looking at functional classification changes and improvements to Collector Roads before the eleven traffic lights on the Newtown Bypass are synchronized and the Bypass is functioning at a high level. It is common sense that the Newtown Bypass should be brought up to speed, and drivers given time to change their traffic patterns, before assessing whether changes should be made to lower level roads like Stoopville Road. Traffic volumes on Stoopville Road are much higher than they should be due to the ill-functioning Newtown Bypass and neglected arterial highways leading to. Let's face it, Stoopville Road has been forced to function more like an artery.

Residents concur with Lower Makefield's letter of opposition submitted during the last TIP round. It said, "The Supervisors feel it is critical that industrial traffic be channeled to the Newtown Bypass and that the rehabilitation of Stoopville Road will only prove to further invite large truck traffic through residential neighborhoods at high speeds. It should be recognized that commercial traffic is best suited for the higher level roads in the Lower Bucks County region, that is, PA Traffic Routes 413, 232, 332, Newtown Bypass and Swamp Road which is the location of four industrial quarries." (See Ex. XII).

A picture is worth a thousand words. We can expect the dangerous mix of traffic shown in this video to return to local neighborhoods in even greater volumes and greater speeds if the Stoopville Road Rehabilitation Project goes through. The Bypassing the Bypass video on this CD-ROM (Exhibit XIII), shows the cut-through traffic on the residential route prior to Swamp Road being opened to ALL traffic in January 2005.* It starts with traffic exiting off I-95 and traveling west on the Newtown Bypass. Ninety percent of industrial traffic turns off onto Lindenhurst Road, the first leg of the residential route. The green numbers on the map represent film locations in the video. The CD-ROM speaks for itself.

Engineering design and proper infrastructure require that arteries be upgraded to function efficiently for arterial use and that capillary roads, or collector roads, be safeguarded for residential use. The Stoopville Road Rehabilitation Project is really part of a "Backyard Bypass", the construction of which will breach the public trust of more than 9,000 unsuspecting citizens. Once again, this Board [Bucks County Planning Commission Board] has the chance to do the right thing. Please reject this project once and for all.

*The CD-ROM contains 3 videos entitled Bypassing the Bypass, CBS/KYW 3 Newscast (aired on 6/5/03) and Truck Danger on Worthington Mill Road.

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(sup: 7 pages)

Ex. 60

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285

Newtown, PA 18940

RRTSbucks@aol.com

BUCKS COUNTY PLANNING COMMISSION WRITTEN TESTIMONY SUBMISSION

Submitted by: Susan Herman (Industrial Engineer, President of R.R.T.S.) Date: 10/20/05

of pages: 79

Project Name: Stoopville Road Rehabilitation

OBJECTIVES:

- We ask the Bucks County Planning Commission to go on record against the Stoopville Road Rehabilitation Project which is, once again, being submitted as a Bucks County TIP project. (See Exhibit I, FY2005 TIP application). This project is being falsely promoted as a safety improvement to mitigate the traffic safety crisis that exists on Stoopville Road, a minor residential collector road with thousands of residents living along it.
- We oppose the Stoopville Road Rehabilitation Project because it is essentially the middle leg of the "northern bypass alternative" studied in the Delaware Valley Regional Planning Commission's 1988 Newtown Township Traffic Study (see Ex. II; cover page and page #'s 61, 64 and 81 of the Study). The upgrades in this project will result in higher volumes of commercial traffic traveling Stoopville Road at even greater speeds, further encouraging truck traffic to bypass the Newtown Bypass. The fact that politicians support this project validates our belief that there is strong pressure in our region to upgrade the functional classification of Stoopville Road to an arterial highway. In an alarming new development on June 23, 2005, State Representative David Steil's Regional Traffic Planning Task Force decided to review the functional classifications of all roadways in their Bucks County Regional Traffic Study for possible revisions (see meeting minutes, Exhibit XV). This is a set-up for upgrading Stoopville Road to an arterial highway!

To the contrary, good engineering practice dictates that strong measures are needed to calm traffic on Stoopville Road so that traffic travels in a manner consistent with the adjacent heavy residential land use. Traffic calming measures, including those that incorporate horizontal and vertical deflection, are needed.

- Engineering design and proper infrastructure require that arteries be upgraded to function efficiently for arterial use and that capillary roads, or collector roads, be safe-guarded for residential use. Politicians and PennDOT District 6 have failed to do this. We have an ill-functioning Newtown Bypass where ten traffic lights between arterial highway Swamp Road (location of four booming quarries) and Interstate 95 are not timed properly (see Exhibit III; July 11, 2005 letter from Deputy Secretary Gary Hoffman to Mr. Terry Fedorchak). We have neglected arterial highways leading to the Newtown Bypass. This needs to be remedied.
- Although it was concluded in the DVRPC's 1988 Newtown Township Traffic Study that the northern bypass was not the answer to the region's traffic woes, step by step over the years, it is being constructed behind residents' backs. The Stoopville Road Rehabilitation Project is yet another step. Well in excess of 9,000 unsuspecting citizens will end up with an arterial system jammed through their back yards. It is time to stop this major breach of public trust.

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1.

Traffic volumes on Stoopville Road are higher than they should be

- A "residential route" comprised of Worthington Mill, Stoopville and Lindenhurst Roads (all minor residential collector roads) is used as a cut-through that literally bypasses the Newtown Bypass by traffic en route to and from I-95. (See Exhibit IV, Traffic Flow Map.)
- There are 6 turns and 155 access points (most residential driveways) on the "residential route" and well in excess of 9,000 residents living along it. It is 9.7 miles from the quarries to the Newtown Bypass via this route.
- Compare this to no turns and 16 access points along the section of Swamp Road between Worthington Mill Road and the Newtown Bypass. It is 3.5 miles from the quarries to the Newtown Bypass via this route.
- Drivers developed the habit of using the "residential route" as a cut-through because...
 - (a)... there are ten untimed traffic lights on the Newtown Bypass between Swamp Road and I-95. (Hard to believe, since the bypass was built specifically to handle commercial traffic using \$23 million taxpayer dollars and timing the lights was identified as Newtown Township's number one top priority project in the DVRPC's 1988 Newtown Township Traffic Study.)
 - (b)...for more than thirty (30) years, heavy truck traffic was diverted off arterial highway Swamp Road due to a series of weight restrictions systematically placed on culverts along the road. We are grateful for the good will and expertise of Deputy Secretary Hoffman and his staff, who replaced the remaining deteriorated culverts on Swamp Road in 2004 and finally opened the road to ALL traffic in January, 2005.
- Stoopville Road has been forced to function more like an artery because of the mismanagement of arterial highways in our region. This needs to be undone.
- PennDOT Harrisburg is now overseeing timing the lights on the Newtown Bypass and the promised completion date in Deputy Secretary Hoffman's July 2005 letter is late Fall 2005 (see Exhibit III). In an update given at the September 29, 2005 meeting of the Regional Traffic Planning Task Force, Mr. Bill Laubach (PennDOT Harrisburg) informed us that the completion date has now slipped to June 2006.
- It is unconscionable that the Regional Traffic Planning Task Force has decided to review the functional classifications of roadways in their Bucks County Regional Traffic Study for possible revision **before** the eleven traffic signals on the Newtown Bypass are synchronized and drivers have time to break the habit of using the "residential route" as a cut-through. This is putting the cart before the horse!

Northern bypass is an oxymoron

- Page #61 of the 1988 Newtown Township Traffic Study is a map of the "northern bypass" (Exhibit II). It is comprised of Worthington Mill Road, upgraded Stoopville Road, extended Silver Lake Road along Gaucks Lane, and upgraded Silver Lake Road out to the Newtown Bypass. The segment labeled "Upgrade Stoopville Road" corresponds to the Stoopville Road Rehabilitation Project. Silver Lake Road, which is in Newtown Township, runs parallel to Lindenhurst Road, which is primarily in Lower Makefield Township (see Exhibit IV; pink lines on Traffic Flow Map). Silver Lake Road has heavy residential development along it.

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- Newtown Township has purposefully acquired Rights-of-Way along the full length of the "northern bypass" route, yet Township officials maintain that the northern bypass concept is "dead". Why, then, do officials refuse to give back the Rights-of-Way acquired along the undeveloped portion of Gaucks Lane, when residents ask them to do so?

- It is utterly beyond belief that this collection of tiny minor residential collector roads is being considered as a northern bypass which will encourage trucks to go the wrong way in their approach to the Newtown Bypass. This is not a northern bypass; this is a "Backyard Bypass"!

- The Stoopville Road Rehabilitation Project ...

(a)... addresses "variable lane widths" and "horizontal alignment" (Exhibit I), which means that the road will be widened and straightened. While we can support widening and straightening arterial highways, we find it hazardous to do so on this collector road that runs through residential neighborhoods.* It will increase the hazard to residents, inviting truck crashes in their front and back yards. Page #64 of the 1988 Newtown Township Study states, "Some of the benefits of the northern bypass scenario, in particular the diversion of gravel trucks, may be achieved with limited improvements to Stoopville Road." (See Exhibit II). Encouraging the diversion of dangerous commercial traffic through residential neighborhoods is not a "benefit", according to good engineering practices.

(b)... calls for realignment and signalization of the intersection with Washington Crossing Road. Page #81 of the 1988 Newtown Township Traffic Study says, "To affect a northern bypass via Stoopville Road, it is vital to realign this intersection." (See Exhibit II.)

- Stoopville Road has been rehabilitated two times in the past five years at taxpayers' cost of \$1.5 million dollars. Why is this road being revisited? The Stoopville Road Rehabilitation Project calls for another \$1.7 million taxpayer dollars!

- Why did Urban Engineer's 2002 Swamp Road Engineering Study (which cost taxpayers \$100,000) recommend that arterial highway Swamp Road only have eleven (11) foot wide lanes? Swamp Road offers the most direct north/south route between I-95 and our county seat. It is an arterial highway that becomes the Newtown Bypass, a four-lane limited access divided highway that intersects with I-95.

- In 1988, experienced global planners suggested at the State Transportation Commission hearing for the TIP (chaired by then Secretary of Transportation, Howard Yerusolim) that a **TRUE NORTHERN BYPASS** be constructed. This would run north/south between Route 13 and I-80, bypassing Yardley on the east, and run from the PA Turnpike and I-95 to I-78 using portions of Routes 413 and 611, on the west. The latter received interest amongst counties to the north already working with counties in New Jersey, and all of them coalesced with forces in Washington..

- Such a **TRUE NORTHERN BYPASS**/ true artery system would free local roads from north and southbound arterial traffic. Such an arterial delivery system makes a lot more sense than using the two-bit minor collector roads previously mentioned in this testimony (Worthington Mill/ Stoopville/ Lindenhurst/ Silver Lake Roads and Gaucks Lane). It would offer a true remedy to our region's traffic woes.

*R.R.T.S. cannot support eliminating curves which presently serve as desperately- needed traffic calming measures on Stoopville Road nor can we support widening the road's eleven (11) foot wide lanes.

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Supervisors Object

- In the FY2005 TIP round, Lower Makefield Township submitted two letters of opposition to the Stoopville Road Rehabilitation Project. (See Exhibit V; February 10, 2004 letter to State Representative David Steil and May 25, 2004 letter to Mr. John Coscia, Executive Director/ DVRPC.) The letter to Mr. Coscia states, "The Supervisors feel it is critical that industrial traffic be channeled to the Newtown Bypass and that the rehabilitation of Stoopville Road will only prove to further invite large truck traffic through residential neighborhoods at high speeds. It should be recognized that commercial traffic is best suited for the higher level roads in the Lower Bucks County region, that is, PA Traffic Routes 413, 232, 332, Newtown Bypass and Swamp Road which is the location of four industrial quarries."

Regional Citizens Committee Objects

- The Regional Citizens Committee (RCC) is a sub-committee of the DVRPC. In the FY2005 TIP round, the RCC asked the DVRPC to endorse this Resolution:

"The DVRPC Regional Citizens Committee has learned that PennDOT will be meeting shortly to determine regional traffic solutions that will affect Lindenhurst, Stoopville and Worthington Mill Roads in Bucks County. The RCC rejects the concept of the Stoopville Road Rehabilitation Project because it exacerbates an already volatile public safety issue. We urge PennDOT to consider replacing this project with traffic calming measures that would maintain capacity and improve public safety on this minor collector road. (Currently Stoopville Road is comprised of a heavily developed residential community with the potential for a minimum of several hundred additional homes, making the safety of residents and their children a major concern.)"

Citizens Protest

- In the FY2005 TIP round, R.R.T.S. (and other citizens) offered oral and written testimony in opposition to the Stoopville Road Rehabilitation Project at hearings held by the State Transportation Commission, Bucks County Planning Commission (BCPC), and Delaware Valley Regional Planning Commission. (See Exhibit VI; written testimony submitted by R.R.T.S. to the DVRPC.)
- At the same hearings, R.R.T.S. offered oral and written testimony in favor of FY2005 TIP applications asking for traffic calming measures on Worthington Mill, Stoopville and Lindenhurst Roads. (See Exhibit VII; TIP applications submitted by Lower Makefield Township and R.R.T.S. and written testimony submitted by R.R.T.S. to the BCPC.)
- R.R.T.S. submitted two TIP project applications to the BCPC to be included in the current [FY2007] TIP round. The applications were for projects entitled Stoopville Road and Worthington Mill Road Traffic Calming and Lindenhurst Road Traffic Calming, Phase II (see Exhibit XVI).
- R.R.T.S. asked State Representative Steil to go on record against the Stoopville Road Rehabilitation Project in a letter dated February 6, 2004 (Exhibit VIII). The letter stated that this project would worsen the current situation, where near-misses between quarry trucks and school buses had become all too frequent an occurrence. Representative Steil did not take a position on the project. He publicly stated that the Stoopville Road issue is a decision for the Newtown Township Board of Supervisors to address, not for him to address. He maintains that the Stoopville Road Rehabilitation Project is an internal project that "is a proprietary to Newtown Township". (See Exhibit IX; specifically, page #2 of the minutes for the November 29, 2004 Regional Traffic Planning Task Force

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meeting.) Residents find his statement to be a virtual endorsement of the project. This project is not proprietary to one township since other townships are involved. Stoopville Road runs through Newtown, Wrightstown, Upper Makefield and Lower Makefield Townships.

Rail Option

- Given the public safety crisis and congestion in our region as a result of the inordinately high volume of truck traffic here, it is beyond belief that more attention has not been given to legislation going through Congress to use parallel rail routes to relieve congestion from highways.

A picture is worth a thousand words

- Please refer to Exhibit X, a CD-ROM entitled Bypassing the Bypass. The CD-ROM contains 3 videos entitled Bypassing the Bypass, CBS/KYW 3 Newscast (aired on 6/5/03), and Truck Danger on Worthington Mill Road. We ask you to view this 13 minute long CD-ROM in its entirety.
- Residents along the "residential route" can expect the dangerous mix of traffic shown in the Bypassing the Bypass video to return to their neighborhoods in greater volumes and greater speeds if the Stoopville Road Rehabilitation Project goes through. This video shows the cut-through traffic on the "residential route" prior to Swamp Road being opened to ALL traffic in January 2005. It starts with traffic exiting off I-95 and traveling west on the Newtown Bypass. Ninety percent (90%) of industrial traffic turns off onto Lindenhurst Road, the first leg of the residential route. (See Exhibit IV; green numbers on Traffic Flow Map correspond to film locations in the video. Also see Exhibit XI; commentary that accompanies the video.)
- It is no wonder that strong opposition to this project has prevented it, time and again, from being selected for the First Four Years of the Twelve Year Plan.
- It is time for Newtown Township officials to stop demonstrating their interest in waiting out the opposition, so they can slip this project through, perhaps even as a TIP amendment.

School administrators and residents have cried out

- School administrators and residents have cried out because of the dangerous mix of traffic that has been encouraged to use the "residential route" (Worthington Mill, Stoopville and Lindenhurst Roads).
- Exhibit XII contains communications involving the Pennsbury School District and Grey Nun Academy. (The information was taken from a document entitled Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc.; October, 1971- August 1, 2005).

Note the newspaper article on page 7 of Exhibit XII. In November, 2002 the principal of Quarry Hill Elementary (one of three elementary schools located just off Lindenhurst Road), stated at a Lower Makefield Township Board of Supervisors meeting, "We take a chance every day when we put hundreds of kids from Afton, Quarry Hill and the Grey Nun Academy on the buses up there... It's a matter of time. We need to take the issue into our own hands and do what we need to do... we have to take back the road [Lindenhurst]."

- Exhibit XIII contains communications involving the Council Rock School District. (Some communications are taken from a document entitled Timeline of Letters, Events and Meetings

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A July 14, 2003 letter from an Eagleton Farms Subdivision representative to the Council Rock School Board President states: "We hope that you (as we, and all other parents) find this serious safety issue [on Stoopville Road] one that has been ignored for too long." (Exhibit XIII, pages 8-10).

In a June 2003 letter to PennDOT, the superintendent of Council Rock School District stated this about Worthington Mill Road: "The safety of our students is of paramount importance... we have averaged stopping 40 times per day on this relatively short stretch of winding, narrow road. Worthington Mill Road under present conditions and circumstances requires action to insure the safety of our students." (See Exhibit XIII, page 7.)

In a March 2004 letter to Governor Ed Rendell, the superintendent of Council Rock School District stated this about Worthington Mill Road, "Our administration has received many reports of quarry trucks passing stopped school buses from our drivers, school students, and parents. The 34,000 lb. to 80,000 lb. trucks often are unable to stop in time. Parents of school students presented me with videotape of 70 heavy trucks traveling Worthington Mill from 8:00 a.m. to 9 a.m. on January 13, 2004, when our buses were running. The potential for a tragic accident is clear and present." (See Exhibit XIII, pages 11-12.)

- The Board of Trustees of the Eagleton Farms Homeowners Association presented a July 9, 2003 Resolution to the Newtown Township Board of Supervisors, out of concern for the safety of their residents (Exhibit XIII, page 10).
- The Rosefield Home Association Board of Directors presented a September 21, 2004 Resolution to the Newtown Township Board of Supervisors, out of concern for the safety of their residents (Exhibit XIV). This Resolution was also presented to the Regional Traffic Planning Task Force at the Task Force meeting held on September 29, 2004.*

Residents deserve more

- If the Stoopville Road Rehabilitation Project goes through and the northern bypass studied by the DVRPC is constructed behind residents' backs, right in their back yards, this will be a major breach of public trust. We ask the Bucks County Planning Commission to reject this project, once and for all.

* The Regional Traffic Planning Task Force is headed by both State Representative David Steil and State Representative Scott Petri.

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Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

Mrs. Lynn Bush
Executive Director, Bucks County Planning Commission
1260 Almshouse Road
Neshaminy Manor Center
Doylestown, PA 18901

October 24, 2005

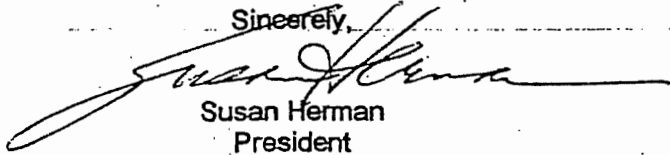
RE: Oral and written testimony opposing the Stoopville RD Rehabilitation Project
offered at the 10/20/05 Bucks County Planning Commission (BCPC) TIP public meeting

Dear Mrs. Bush,

Thank you for the opportunity to offer oral and written testimony regarding the FY2007 TIP at the public meeting you held last week. At Ms. Susanne McKeon's request, I am hand-delivering eleven additional copies* of our oral testimony dissertation to you today, to be distributed to each member of the BCPC Board in this week's packet. There is also a copy for you and Mr. McIlhinney.

Please note that I did not include our CD-ROM with the oral testimony dissertation, as we already provided each Board member, Mr. McIlhinney and you with the CD-ROM as part of the written testimony dissertation we provided for each on meeting night.** We thank you, in advance, for distributing our oral and written testimonies to the aforementioned parties.

Sincerely,


Susan Herman
President

* Two copies of our oral testimony dissertation were submitted on meeting night.

** Eleven copies of our written testimony were provided for Board members, Mrs. Bush and Mr. McIlhinney.

CC: Governor Ed Rendell

- Secretary of Transportation, Allen Biehler
- Deputy Secretary of Highway Administration, Gary Hoffman
- Executive Director/DVRPC, John Coscia
- Bucks County Commissioners: Charles Martin, Sandra Miller, and James Cawley
- Bucks County Planning Commission Board Members
- Mr. Charles McIlhinney, Esquire
- Rich Brahler
- Dave Johnson
- Council Rock School Board President, Susan Vicedomini; and Superintendent, Mark Klein
- Pennsbury School Board President, Linda Palsky; and Superintendent, Ralph Nuzzolo
- R.R.T.S. membership (mass e-mail)
- ~~Bucks County Courier Times~~
- Yardley News & Advance
- Philadelphia Inquirer

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Rec'd. by Kari J. Prendergast

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Date

10/24/05

R.R.T.S.

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Attachment III
(67 page document)

Draft DVRPC FY 2005 Transportation Improvement Program (Pennsylvania)

WRITTEN TESTIMONY SUBMISSION: June 3, 2004 # Pages 67, #Exhibits 12

**RE: Project Name: Stoopville Road Rehabilitation Project
(FY 2005 TIP project submitted by Newtown Township)**

OBJECTIVE:

Although the Stoopville Road Rehabilitation Project was not placed in the DVRPC FY2005 DRAFT TIP, we anticipate there may be oral or written testimony requesting that it be added or that this project may be forwarded to the DVRPC in the future for consideration as a TIP Action. Since implementation of this project will escalate the traffic safety crisis that already exists on Stoopville Road, we ask the Delaware Valley Regional Planning Commission (DVRPC) to go on record NOW against the concept of the project and in support of traffic calming measures that will maintain capacity and improve public safety on this road.

- We ask the DVRPC to endorse the Regional Citizens Committee (RCC) resolution regarding the Stoopville Road Rehabilitation Project that reads:

"The DVRPC Regional Citizens Committee has learned that PennDOT will be meeting shortly to determine regional traffic solutions that will affect Lindenhurst, Stoopville and Worthington Mill Roads in Bucks County. The RCC rejects the concept of the Stoopville Road Rehabilitation Project because it exacerbates an already volatile public safety issue. We urge PennDOT to consider replacing this project with traffic calming measures that would maintain capacity and improve public safety on this minor collector road. (Currently Stoopville Road is comprised of a heavily developed residential community with the potential for a minimum of several hundred additional homes, making the safety of residents and their children a major concern.)"

- In addition, since movement of stone by rail would improve the quarry truck safety issues on our residential roads, including Stoopville Road, we ask the DVRPC to endorse the RCC resolution, RAIL GONDOLAS AS ALTERNATIVE TO QUARRY TRUCKS ON SWAMP ROAD, which reads,

"Transporting stone by trucks from the Bucks County quarries creates dangers on the present highway routes. Complaints from the community are frequently heard regarding the impact of the current routes to their public safety. The trucks also create wear and tear on light-duty roads. The RCC proposes that the potential rail carriers concerned create an alternate rail route that takes most of the truck movement off the highway and onto the rails using existing rail lines and technologies. The RCC believes this idea has great merit, and we urge DVRPC to encourage these carriers to submit a proposal for moving the aggregate by rail."

- Lastly, we implore the DVRPC to reject any attempt to upgrade the functional classification of Stoopville Road from a Minor Collector Road to an Arterial Highway. If Stoopville Road is upgraded to an Arterial Highway, it will no longer qualify for traffic calming measures which are essential to traffic using this road in a manner consistent with the high level of residential development townships have placed there.

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SUMMARY:

- The speakers who gave oral testimony on June 3, 2004 represent Residents for Regional Traffic Solutions, Inc. (RRTS), a regional citizens' group. Members are from Lower Makefield, Upper Makefield, Newtown, Wrightstown and Northampton Townships and the organization represents well in excess of 8,000 residents.
- A high volume of heavy truck traffic is bypassing Route 332, the Newtown Bypass (a four lane, limited access divided highway), and using Lindenhurst, Stoopville and Worthington Mill Roads (all minor, residential collector roads) as a cut-through en route to I-95. The cut-through quarry truck traffic is compelled to push the speed limit, as drivers are paid by the load and the industry often promises on time deliveries. Truckers know that they are less likely to be stopped on minor roads. Dozens of school buses that necessarily use these roads to pick up and drop off our children are mixed with, in excess of, 800 heavy trucks/day weighing up to 80,000 pounds each. **Numerous near-misses have been reported involving heavy trucks, school buses and our school children, as reported by RRTS in a February, 2004 letter to Representative David Steil (Exhibit I). Road rage is fostered by the inappropriate mix of dangerous traffic traveling through our neighborhoods. We are experiencing a traffic safety crisis on these secondary roads.**
- The cut-through route comprised of Lindenhurst, Stoopville and Worthington Mill Roads will be referred to as the "residential route" throughout this document.
- Traffic coming from I-95 travels west along the Newtown Bypass for ¼ mile and then turns north onto Lindenhurst Road, the first leg of the 9.7 mile, circuitous residential route (see Traffic Flow Map; Exhibit II). This route continues along Stoopville and Worthington Mill Roads. In total, there are in excess of 155 access points, most residents' driveways (blue dots) and feeder roads from sub-divisions housing over 7,000 residents. There are four Wrightstown quarries located on Swamp Road (a Principal Arterial Highway), just 3 miles northwest of where the Newtown Bypass becomes Swamp Road.
- On the enclosed CD-ROM (Exhibit III), video #1, entitled BYPASSING THE BYPASS, shows over 90% of the heavy commercial traffic turning off the Newtown Bypass and using the residential route as a cut-through, beginning with Lindenhurst Road. When viewing this video, please refer to the map in Exhibit II, as the green, pie-shaped markers point to the filming locations referenced in the video. Also note that the video script is Exhibit IV.
- Residents are fearful for their children and themselves who must regularly travel these routes. This is a suburban/rural setting whereby residents must travel by car or school bus for their daily activities outside the home. In November, 2002 the principal of Quarry Hill Elementary (one of three elementary schools located just off Lindenhurst Road), stated this at a Lower Makefield Township Board of Supervisors meeting, "We take a chance every day when we put hundreds of kids from Afton, Quarry Hill and the Grey Nun Academy on the buses up there... It's a matter of time. We need to take the issue into our own hands and do what we need to do... we have to take back the [Lindenhurst] road." (See newspaper article; page 7, Exhibit V).
- Exhibit V contains communications that focus on the traffic safety crisis along the residential route and involve the Pennsbury School District and the Grey Nun Academy. This information was taken from a document entitled Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc. (October, 1971- October 8, 2003).
- On July 9, 2003 the Board of Trustees of the Eagleton Farms Homeowners Association (EFHA) presented a Resolution at the Newtown Township Board of Supervisors meeting that stated, "...WHEREAS, the EFHA has followed the regional traffic issues, which include the increased truck traffic on Stoopville Road, out of concern for the safety of its residents...the

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Board of Trustees requests the Newtown Township Board of Supervisors to direct the township's engineer to conduct a study of potential traffic calming measures for Stoopville Road... [and] direct that a presentation on the study results be made at a regularly scheduled NTBS meeting within 60 days of this date." (See Exhibit VI)

- Exhibit VII contains communications that focus on the traffic safety crisis and involve the Council Rock School District*. A July 14, 2003 letter from an Eagleton Farms Subdivision representative to the Council Rock School Board President states this about Stoopville Road: "We hope that you (as we, and all other parents) find this serious safety issue one that has been ignored for too long." (Exhibit VII, pages 8-10).

In a June, 2003 letter to PennDOT (Exhibit VII, page 7), the superintendent of Council Rock School District stated this about Worthington Mill Road: "The safety of our students is of paramount importance... we have averaged stopping 40 times per day on this relatively short stretch of winding, narrow road. Worthington Mill Road under present conditions and circumstances requires action to insure the safety of our students." Videos #2 and #3 on the enclosed CD-ROM (Exhibit III) show you why. (Video #2 is a CBS/KYW 3 NEWS SEGMENT that aired at 6 PM on June 5, 2003 and video #3 is entitled TRUCK DANGER on WORTHINGTON MILL ROAD.)

In a March, 2004 letter to Governor Ed Rendell (Exhibit VII, pages 11-12), the superintendent of Council Rock School District stated this about Worthington Mill Road, "Our administration has received many reports of quarry trucks passing stopped school buses from our drivers, school students, and parents. The 34,000 lb. to 80,000 lb. trucks often are unable to stop in time. Parents of school students presented me with videotape of 70 heavy trucks traveling Worthington Mill from 8:00 a.m. to 9 a.m. on January 13, 2004, when our buses were running. The potential for a tragic accident is clear and present."

- Residents are outraged that the traffic safety crisis on the residential route has been brought about and encouraged by PennDOT District 6 and state and local politicians who have been satisfied to keep Swamp Road closed to heavy trucks for over 30 years and who have accepted untimed lights on the Newtown Bypass, despite a 1988 DVRPC study (Newtown Township Traffic Study) that placed *synchronization of the bypass lights* as Newtown Township's No. 1 top priority project (fully funded at that time).
- The danger exists due to the failure of PennDOT District 6 and local and state officials to address the functional deficiencies on the principal arterial highways in our region. These parties continue to implement changes step by step that make our minor residential collector roads **more conducive** for use by industrial traffic and make the arterial highways in our region **less conducive** for use by industrial traffic. The Stoopville Road Rehabilitation Project, calling for further widening and straightening of this road even though the most significant horizontal curves and problem intersection are already being addressed by a developer, is another step that will encourage higher volumes of commercial traffic traveling at greater speeds to use the residential route, **rather than** the Newtown Bypass.
- **We respectfully request that the DVRPC endorse the RCC RESOLUTION regarding the Stoopville Road Rehabilitation Project, as stated in the OBJECTIVE section of this written testimony. We ask the DVRPC to go on record NOW against the Stoopville Road Rehabilitation Project and in support of traffic calming measures that will maintain capacity and improve public safety on this road. We ask the DVRPC to do this in regard for the heavy residential land use along Stoopville Road.**

*Some communications are taken from the document Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc. (October, 1971-October 8, 2003)

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- Lower Makefield Township has gone on record opposing the Stoopville Road Rehabilitation Project in a February, 2004 letter to Representative Steil (Exhibit VIII) and a May, 2004 letter to Mr. John Coscia (Exhibit IX). These letters state, "The Supervisors feel it is critical that industrial traffic be channeled to the Newtown Bypass and that the rehabilitation of Stoopville Road will only prove to further invite large truck traffic through residential neighborhoods at higher speeds."
- The construction of the I-95/PA Turnpike Interchange, a 12 year project, will soon commence and result in millions of tons of additional stone being transported from the Wrightstown quarries (100 + years of quarry life remaining), as this stone meets PennDOT specifications and these are the closest quarries to the construction site. Transportation of additional stone through our residential neighborhoods during all hours of the day and night will exacerbate an already volatile situation. *what is status?*
- The Stoopville Road Rehabilitation Project is in direct opposition to traffic calming measures desperately needed on Stoopville Road and the other minor collector roads on the residential route. There is pressure in our region to upgrade the functional classification of Stoopville Road from a Minor Collector Road to an Arterial Highway. We fear the Bucks County Planning Commission (BCPC) will attempt to justify this when it revises the federal functional classification of roadways, a process currently underway. If Stoopville Road is upgraded to an Arterial Highway, it will no longer qualify for traffic calming measures which are essential to traffic using this road in a manner consistent with the high level of residential development townships placed there. **We implore the BCPC not to upgrade the classification of this road and implore the DVRPC to reject any attempt to do so.**
- In 1999/2000 Stoopville Road was rehabilitated twice at taxpayer cost of over \$1.5 million. In this climate of tight funding, all dollars should be put toward making the principal arterial highways in our region the most effective for handling heavy industrial traffic. *why are taxpayer dollars?*
- **As movement of stone by rail will improve the quarry truck safety issues on our residential roads, we also respectfully request that the DVRPC endorse the RCC resolution, RESOLUTION RE: RAIL GONDOLAS AS ALTERNATIVE TO QUARRY TRUCKS ON SWAMP ROAD, as stated in the OBJECTIVE section of this written testimony.**
- The Short Line Railroads expressed great interest in hauling stone at the April, 2004 Surface Transportation Board Public Hearing and the April, 2004 Delaware Valley Goods Movement Task Force Meeting. Exhibit X is a CD of a Fox Newscast (aired at 10 PM on April 5, 2004) covering this issue. The removal of any amount of quarry trucks from Stoopville Road, and other roads in the region, will yield much needed improvement of the public safety of the citizenry at large.
- It is imperative that the DVRPC view the traffic safety crisis along Stoopville Road with objectivity, so that the much-needed traffic calming measures are implemented before a busload of kids gets killed. It is an accident waiting to happen whenever any of these behemoth vehicles choose to take the secondary roads (see recent crash/incident history, Exhibit XI*).

*Some communications are taken from the document Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc. (October, 1971-October 8, 2003)

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- History shows that the players, who made transportation decisions for our region in the past, did so based upon self-interest and political agendas in total disregard for the safety of the citizenry at large. These players fell under the "Bucks County Umbrella of Politics" and PennDOT District 6. Many of them will be participants in the Regional Traffic Coalition that Representative Steil is forming, where the goal will be to develop a regional traffic plan. Numerous significant conflicts of interest exist amongst these players, as outlined in an April, 2004 letter from RRTS to Deputy Secretary Hoffman and Representative Steil (Exhibit XII, Written Comment Submission for the April 22, 2004 Regional Traffic Meeting).

- Based upon past history, RRTS is highly concerned that the recommendations from this coalition will not be based upon sound professional transportation and traffic engineering practices. We have grave concerns that the people making critical transportation decisions for our region (Representative Steil, township officials, PennDOT District 6 Administrator Andrew Warren) have no transportation and traffic engineering education/ certification. **It is imperative that a non-aligned Professional Engineer (P.E.) from PennDOT Harrisburg (who is outside the "Bucks County Umbrella of Politics") be involved in the transportation decisions for our region.**

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Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

State Representative David Steil
2 North State Street
Newtown, PA 18940

February 6, 2004

RE: Regional Traffic Problems

- Request to reject the Stoopville Road Rehabilitation Project
- NEAR MISSES/ ROAD RAGE caused by mismanagement of minor residential collector roads

Dear Representative Steil,

As you know, residents have worked thousands of hours in their effort to mitigate the dangerous traffic conditions that exist on Lindenhurst, Stoopville and Worthington Mill Roads (minor residential collector roads with well in excess of 7,000 residents living along them). The dangerous traffic conditions exist due to the failure of PennDOT District 6 and local and state officials to address the functional deficiencies on the principal arterial highways in our region. These parties continue to implement changes step by step that make the minor residential collector roads more conducive for use by commercial, industrial traffic and make the arterial highways in our region less conducive for use by heavy truck traffic. Their actions fly in the face of sound engineering practice and jeopardize the health, safety and welfare of constituents in their charge.

Note that Lindenhurst, Stoopville and Worthington Mill Roads will often be referred to as the "residential route" in this memo, as collectively these residential roads form a 9.7 mile circuitous route that heavy commercial traffic is currently diverted to and encouraged to use.

STOOPVILLE ROAD REHABILITATION PROJECT (Request for you to lobby to reject this project in all forums)

The Bucks County Planning Commission Board recently voted to send the Stoopville Road Rehabilitation Project forward to the Delaware Valley Regional Planning Commission (DVRPC) in the TIP approval process rather than the Traffic Calming TIP Projects submitted for Lindenhurst, Stoopville and Worthington Mill Roads. The selected project will encourage higher volumes of traffic at higher speeds along the residential route, exacerbating an already volatile situation.

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The Stoopville Road Rehabilitation Project calls for:

- ... further straightening of this road, even though the most significant horizontal curve and problem intersection is already being addressed by the developer of the McLaughlin Tract. The other gentle curves calm the traffic and elimination of these will make this road a speedway.
- ... further widening of this road. Again, this is in direct opposition to traffic calming measures desperately needed on this minor residential collector road and the other roads on the residential route. A wider road will encourage traffic to go even faster. In 1999/2000 this road was rehabilitated twice at taxpayer cost of over \$1.5 million. In this climate of tight funding, all dollars should be put toward making the principal arterial highways in our region the most effective for handling heavy industrial traffic.



We formally request that you, Representative Petri, Senator Conti, Senator Tomlinson, and the Bucks County Commissioners lobby PennDOT Harrisburg, the State Transportation Commission (STC) and the DVRPC to REJECT the Stoopville Road Rehabilitation Project during the TIP approval process and replace it with Traffic Calming. We request that you champion rejecting this project as part of the regional traffic solution that is being decided in current meetings with PennDOT Harrisburg. As you know, this project is included in Newtown Township's list of traffic priorities to be forwarded to Deputy Secretary Gary Hoffman.

NEAR-MISSES BETWEEN SCHOOL BUSES AND HEAVY INDUSTRIAL TRUCKS

As we have told you, other local and state officials, PennDOT District 6, PennDOT Harrisburg, the STC, the DVRPC, the BCPC and Pennsbury and Council Rock School Districts on numerous occasions, a catastrophe is imminent along this residential route. At a February 2003 meeting in your office, when a fellow resident told you the volume of commercial traffic on Lindenhurst RD was unacceptable, you responded that the accident data didn't support that a serious safety problem exists. Once again, Representative Steil, our grass-roots organization urges you to stop the diversion of heavy trucks onto this residential route BEFORE a busload of kids is killed.



Consider these foreboding incidences, just a sampling of what occurs on a daily basis along this residential route:

January 21, 2004: there was another near-miss between a school bus and a quarry truck along the residential route. It occurred near the entrance of the Rosefield development and was witnessed and heard by residents. It was immediately reported to the bus company and later reported to Council Rock School District.

The bus made a left turn out of Rosefield development and was accelerating on Stoopville RD heading towards Route 532. A speeding quarry truck barreling down Stoopville from Route 413 came up behind the bus, making no attempt to slow down but making good use of the horn. The truck sped by the school bus on the opposing side of the road. It was pure luck that no one was hurt or killed – the loaded quarry truck weighed 73,000 lbs.

December 8, 2003: there was yet another incident on Worthington Mill RD where a loaded quarry truck was unable to stop for a Council Rock bus. The bus was stopped (red lights flashing and stop arm out) at a bus stop at 990 Worthington Mill RD and the driver pulled the stop arm back as the truck came within inches of the bus. Lucky for the school student [who was about to exit the bus and cross Worthington Mill RD] that the bus driver realized the truck wasn't going to stop and refrained from opening the door. This



incident was reported to the bus company and Council Rock School District. Such incidents occur all too frequently on this road.

September, 2003: The Courier Times (article dated 1/15/04, entitled Residents want to act before truck tragedy), wrote about a near-miss between a Council Rock bus and a truck on Wrightstown RD that occurred in September, 2003. A truck traveling towards the bus came over the double yellow line on a curve and took off the side mirror of the school bus. The truck didn't stop. This was reported to Council Rock School District.

September, 2002: a loaded oil tanker on Worthington Mill RD could not stop for a Council Rock bus that was stopped at Estates Court to pick up children. This was reported to Council Rock School District.

September, 2001: a little girl was almost hit by an eighteen wheel truck when crossing Lindenhurst RD to board her school bus at the stop at Trowbridge DR. Public statements regarding this incident were made to the Pennsbury School Board and Lower Makefield Township Board of Supervisors.

April, 1999: I, personally, became involved with this safety issue when a Council Rock bus was almost hit by a loaded quarry truck at the bus stop at Lindenhurst RD and Autumn DR. The truck swerved around the bus onto a front lawn to avoid making contact. Politicians at all levels are well aware of this incident.

ROAD RAGE FOSTERED BY THE DIVERSION OF HEAVY TRUCKS ONTO THE RESIDENTIAL ROUTE

Regarding the January 21, 2004 near-miss mentioned above: The Council Rock Transportation Department told us there were three reports made about this incident. One from the resident who witnessed it, one from the bus driver and one from the trucker involved. The trucker called Council Rock after the incident and reported that he followed the bus to the Newtown Grant bus stop on Hemlock DR and got out and yelled at the bus driver. The trucker did not give his name.

January 19, 2004: A RRTS member was approaching the stop sign at Worthington Mill RD and Route 413 preparing to cross Route 413. An 18-wheeler quarry truck (53' long) was turning left onto Worthington Mill RD. Since the trailer consumed the opposing traffic lane and needed to cross into the RRTS member's lane as well, the truck driver opened his window and cursed at the individual for having not calculated how much room the tractor trailer would need to make the turn. The individual was forced to go on a neighbor's yard to let the truck pass.

Representative Steil, we have been alarmed in the past by your failure to address the ill-functioning Newtown Bypass and your interference in Lower Makefield Township's effort to take back Lindenhurst Road from the State in the interest of public safety. We can only conclude that you are satisfied with 90% of the heavy trucks turning off the Newtown Bypass just ¼ mile from I95 onto Lindenhurst Road, the minor residential collector road at the beginning of the residential route. It is unconscionable that the huge quarry operations on Swamp Road (a principal arterial highway) do not have direct access to the Newtown Bypass (the safest type road in the region for heavy commercial traffic) and that Swamp Road has been artificially restricted to heavy trucks for over 30 years. You have been in the legislature for the past 11 years and have not been capable of mitigating this serious public safety issue. Your modus operandi has been to talk about your concern and then support the status quo by sidetracking any meaningful effort to create a safe traffic environment along the residential route. Instead, you support the interests of a select few to the detriment of the citizenry at large.

In summary, we ask you to REJECT the Stoopville Road Rehabilitation Project in any and all forums and ask you to vigorously pursue funding and immediate implementation of the strictest

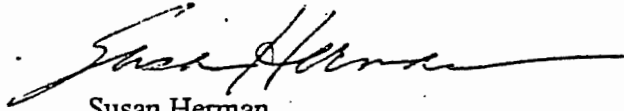
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traffic calming measures along Lindenhurst, Stoopville and Worthington Mill Roads. The dollars to implement traffic calming are minimal, the value of our children's lives, immeasurable.

We implore you to stop sanctioning lining us up like bowling pins just waiting to be struck. It is not too late for you to do the right thing.

Very truly yours,



Susan Herman
President

- CC: Unites States Congressman, James Greenwood
- Governor Ed Rendell
- Secretary of Transportation, Allen Biehler
- State Transportation Commission
- Deputy Secretary of Highway Administration, Gary Hoffman
- State Senator, Joe Conti
- State Senator, Tommy Tomlinson
- State Representative, Scott Petri
- Bucks County Commissioner, Charles Martin
- Bucks County Commissioner; Michael Fitzpatrick, Esquire
- Bucks County Commissioner, Sandra Miller
- Executive Director/DVRPC, John Coscia
- DVRPC Board
- Regional Transportation Committee
- Regional Citizens Committee
- Council Rock School Board President, Susan Vicedomini
- Council Rock School Superintendent, Timothy Kirby
- Pennsbury School Board President, Linda Palsky
- Pennsbury School Superintendent, Ralph Nuzzolo
- RRTS Membership (mass e-mail)

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TRAFFIC FLOW MAP

HEAVY COMMERCIAL TRUCKS TO I-95 NORTH/SOUTH

SCALE 1/4" = 1 mile



DEC. 2000

Legend



= Opera May

4 Lane, Divided
Bypass video



= Residence of current/previous Newtown or Wrightstown Twp. Supervisor & current and previous home of PennDOT District Administrator



= Business/ Business & resident's driveway



= Resident's driveway



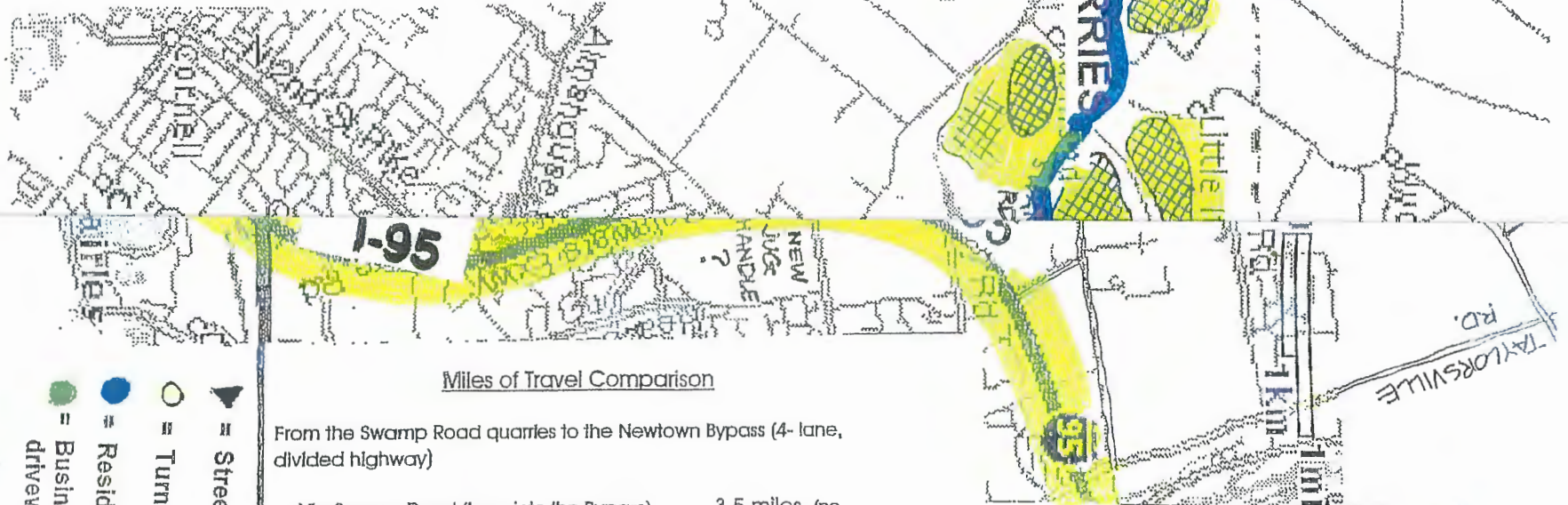
= Turn



= Street access

EXHIBIT II

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Miles of Travel Comparison

- From the Swamp Road quarries to the Newtown Bypass (4-lane, divided highway)
- Via Swamp Road (turns into the Bypass)- 3.5 miles (no turns)
 - Swamp Road to Worthington Mill Road to Rt. 413 to Stoopville Road to Lindenhurst Road to the Bypass.- 9.7 miles (6 turns)
 - Second Street Pike to Newtown- Richboro Road to the Bypass- 6 miles (3 turns)
 - Swamp Road to Worthington Mill Road to Rt. 413 to the Bypass- 5.8 miles (4 turns)

Access Points

- Worthington Mill Rd
To Rt. 413 to
Stoopville Rd to
Lindenhurst Rd to
Bypass- 155 points of access
- Swamp Rd @ Worthington Mill Rd
to Bypass 16 points of access



Script for video entitled Bypassing the Bypass

Beginning: Traffic exits off I-95 and travels west along the Newtown Bypass:

FILMING LOCATIONS/ COMMENTARY

- (1) Corner of Route 332 (Newtown Bypass) & Lindenhurst Road:
Filming location #1, Third Federal Bank

Commentary: Note the silver and black oil tanker on Lindenhurst Road.

Note that in this view west of Lindenhurst Road there are few, if any, trucks along the Bypass.

- (2) Turning onto Lindenhurst Road from Route 332 (Newtown Bypass):
Filming location #2, ICT building

Commentary: Here is another AC binder oil tanker headed for the Wrightstown Township quarries. The oil is used in the asphalt plants there. These trucks come from South Jersey.

- (3) Filming location #3, Blind curve by CAU buildings

Commentary: That car got run right off the road.

This is a road where children should be able to cross on their bicycles to get to their friends' houses in neighboring sub-divisions or to access the bikepath.

- (4) Corner of Trowbridge Drive & Lindenhurst Road:
Filming location #4, Bus stop where child was almost killed

Commentary: A bus was stopped on Lindenhurst Rd. to pick up a student. An 18-wheeler that couldn't stop at the appropriate distance from the bus almost hit the child while she was crossing the street to board.

Imagine the stopping distance for one of these behemoth trucks when the road is wet.

- (5) Filming location #5, Corner of Lindenhurst Road and Route 532

Commentary: This was filmed late July/early August when there were few buses on the road.

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Communications that focus on the traffic safety crisis and involve the Pennsbury School District and Grey Nun Academy

April 21, 1999

Letter from Dr. Bruce Johnson and Norman Gross, principals of Quarry Hill and Afton Elementary Schools (Pennsbury School District), to State Representative David Steil regarding the dangerous traffic condition on Lindenhurst Road.

"It seems to us that the Route 332 by-pass serves as a suitable truck route alternative to Lindenhurst Road. Obviously, the by-pass is newer, more well constructed, and wider to accommodate truck traffic than Lindenhurst Road. We are sincerely hopeful and solicitous of your help in rectifying what is becoming an increasing concern for those of us who live and work in this area. Of particular concern to us are children who are on school busses and in private vehicles being brought to and taken home from school each day... We are aware that different stretches of Lindenhurst Road go through Upper Makefield Township, Lower Makefield Township and Newtown Township. Hopefully, political infighting can be minimized to help avert a tragedy waiting to happen."

November 4, 2002

Lower Makefield Township Board of Supervisors meeting where the Board voted unanimously to pursue a take back of their portion of Lindenhurst Road.

At this meeting, Dr. Bruce Johnson, principal of Quarry Hill Elementary School in the Pennsbury School District, publicly encouraged the supervisors to move forward [with taking back ownership of the road from the state of Pennsylvania]. *"We take a chance every day when we put hundreds of kids from Afton, Quarry Hill and the Grey Nun Academy on the buses up there either coming to school or going home. It's just a matter of time. We need to take this issue into our own hands and do what we need to do."* Dr. Johnson encouraged Board members to pursue continued actions locally through changes to traffic patterns, noise restriction, added traffic signals, etc. *"As a taxpayer I know that this process will take money, but we have to take the road back."*

April 24, 2003

Public Statement given by Sue Herman at the Pennsbury School Board meeting, apprising the Board of the dangerous

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traffic condition on Lindenhurst Road and asking them to write to the Secretary of Transportation in support of Lower Makefield Township taking back ownership of the road from the state of Pennsylvania.

"Good evening and thank you for the opportunity to speak. I'm Sue Herman, Lower Makefield Township taxpayer and president of Residents for Regional Traffic Solutions, Inc., a regional citizens group concerned with traffic safety. Our organization represents thousands of residents in the Pennsbury school district who are greatly impacted by the quarry truck traffic from the Swamp Road quarries in Wrightstown Township and other commercial traffic that is bypassing the Newtown Bypass, en route to I-95.

I'm here, tonight, to ask for your help because the health, safety and welfare of the students you bus along Lindenhurst Road is in jeopardy. I'm here to ask you to go on record regarding the unsafe condition that exists, with the people who are going to make decisions on this serious transportation issue. Lindenhurst Road is being used as a major truck route. It is lined with over 500 residences with hundreds of school-aged children, and on a typical day, over 800 quarry trucks and numerous eighteen wheelers travel this road. A loaded quarry truck weighs 80,000 pounds! The trucks are using Lindenhurst Road and bypassing the Newtown Bypass, the safest road in the region for them. The Bypass is a four-lane, limited-access, divided highway.

Although Swamp Road (which becomes the Newtown Bypass) is the shortest route from the Swamp Road quarries to the Bypass, it has been weight restricted to loaded quarry trucks for over thirty (30) years. As of last September, NO trucks can take Swamp Road to the Bypass, increasing the number of trucks that are diverted onto Lindenhurst Road. Every action must be taken to keep trucks on the main roads, including Swamp Road, Route 413, Route 232 and the Newtown Bypass, and out of our residential neighborhoods. Failure to do so will result in a tragedy we'll all regret - the current situation is an accident waiting to happen.

We can all remember the truck that ran into the bank in Newtown, killing one woman and permanently debilitating another. Nancy Lewis, a Pennsbury resident in the audience, spoke at a Lower Makefield township meeting last fall of the terror of watching as her child almost got hit by an eighteen wheeler when crossing Lindenhurst Road to board her bus at Trowbridge Drive. The heavy truck was unable to stop a safe distance from the bus.

Three principals of schools on Quarry Road (Quarry Hill, Aston, and Grey Nun Academy) went on record four years ago with impassioned letters to State Representative David Steil expressing their concern about this traffic issue. This past November Dr. Bruce Johnson (principal of Quarry Hill) attended a Lower Makefield Township Board of Supervisors meeting and publicly encouraged the supervisors to go forward with taking back Lindenhurst Road from the state, a move that would enable the township to have more control over the road and improve its safety. I quote Dr.

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Johnson, " We take a chance every day when we put hundreds of kids from Afton, Quarry Hill and the Grey Nun Academy on the buses up there ...It's just a matter of time. We need to take the issue into our own hands and do what we need to do...we have to take back the road." Despite the concerted efforts of these principals, politicians have not moved off the dime to get Swamp Road diverted truck traffic to use the major routes. It's clearly going to take a group with more clout to resolve this.

Your Board has ultimate responsibility for the safety of the students under its auspices, and I can tell you that your kids are in harm's way. I appeal to you, tonight, to take a position as advocate for the safety of the children you transport, by writing a letter to Secretary of Transportation, Honorable Allen Biehler, in support of Lower Makefield Township's initiative to take back the ownership of Lindenhurst Road from the state of Pennsylvania. Under the control of the township, the safety of this dangerous residential road can be improved through whatever safety measures the township can implement, including, but not limited to, traffic calming measures, speed limit reduction, safety warning signs, etc. This will be a critical first step to getting trucks onto the main roads.

We respectfully ask for your Board's position by the next School Board meeting and would be happy to provide you with any additional information that you might be interested in. I would like to leave some maps and the address for Secretary Biehler with your business director.*

Thank you again for your time and consideration".

*Secretary of Transportation, Allen Biehler
Keystone Building
400 North St.
P.O. Box 3543
Harrisburg, PA 17105-3543

April 25, 2003

Letter from Sue Herman to Gene Dolnick, President of Pennsbury School Board, regarding the traffic safety crisis on Lindenhurst Road.

"Thank you again for the opportunity to speak at your Board meeting last night. I am faxing the public statement that you requested... We appeal to you to take a position as advocate for the safety of the children you transport, by writing a letter to Secretary of Transportation, Honorable Allen Biehler, in support of Lower Makefield Township's initiative to take back the ownership of Lindenhurst Road from the state of Pennsylvania. Under the control of the township, the safety of this dangerous residential road can be improved through whatever safety measures the township can implement, including, but not limited to, traffic calming measures, speed limit reduction, safety warning signs, etc. This will be a critical first step to getting trucks onto the main roads."

"P.S. We are alarmed that under the guise of safety, many have supported/proposed the widening and straightening of the residential roads that trucks are diverted to, which has actually resulted in even more truck

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traffic traveling at higher speeds. We fear the latest suggestions of adding left turn lanes on Lindenhurst Road as a safety measure, for this will only make it more conducive for truck traffic to use this road and bypass the Bypass. This is clearly not the answer."

May 15, 2003

Public Statements given by Sue Herman and Nancy Lewis (resident in a development off of Lindenhurst Road) at the May 15, 2003 Pennsbury School Board meeting.

PUBLIC STATEMENT GIVEN BY SUE HERMAN AT THE MAY 15, 2003 PENNSBURY SCHOOL BOARD MEETING

"Good evening. I'm Sue Herman, Lower Makefield Township resident and president of Residents for Regional Traffic Solutions, Inc..

At the last Board meeting we appealed to you to write a letter to Secretary of Transportation Biehler in support of Lower Makefield Township's initiative to take back ownership of Lindenhurst Road from the State of Pennsylvania. I am sorry to report to you this evening that on April 29, 2003, Lower Makefield Township was informed by PennDOT that they would not proceed with the transfer of Lindenhurst Road to the township. Lower Makefield Township officials intend to appeal this decision, as it was made before they had an opportunity to meet with the Secretary to apprise him of the seriousness of the traffic safety crisis that exists on Lindenhurst Road.

As you know, there are over 800 quarry trucks per day and numerous 18 wheelers sharing this residential road with school buses and passenger cars. It is only a matter of time before a tragic accident occurs. An appeal from your Board to the Secretary of Transportation is even more important now than last month. We hope that you are inclined to do this in the very near future and look forward to learning of your intentions.

Thank you for your time."

PUBLIC STATEMENT GIVEN BY NANCY LEWIS AT THE MAY 15, 2003 PENNSBURY SCHOOL BOARD MEETING

"When we built and moved into our Trowbridge Dr. house from out of state in May of 2001, we had no idea what we were getting into. Lindenhurst had been closed to fix a culvert and the builders(Toll Bros.) assured us that the road did not have a lot of traffic.

I envisioned that my children would be able to get on the school bus and that I would not have to worry about their safety. Had I known the truth, I would never have built this house at this location. The bus stop at Lindenhurst is barely visible from any

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houses. The sidewalk ends just short of Lindenhurst. Trucks and cars speed by at speeds in excess of the posted 40 miles an hour. This winter with the amount of snow that built up on the corner, there was no place for the children to wait except in the street.

The first year, the school bus would not come into Trowbridge off of Lindenhurst because there were construction vehicles and per the bus driver, it was not safe for buses to come into our street because of them. My child and our children waited for the bus with construction vehicles all around them. It was during the fall of 2001 that my child had a close call with a truck while crossing Lindenhurst to get to the bus.

In the spring of 2002 I, along with a group of concerned neighbors called the district and asked for the bus stop be moved into Trowbridge so that children would have a safe place to wait. We were told that they would have to do a study before moving an existing stop. The verdict was that since our road has only one entrance and exit, a bus could not stop in Trowbridge. (Trowbridge has 2 cul - de - sacs).

Failing to get help from the Pennsbury School district, I went to the supervisors of Lower Makefield Twsp and explained our situation. They were sympathetic and voted to take back Lindenhurst Road and make changes that would make the road safer. Recent developments have demonstrated that this may not come to be.

As every concerned parent, I now ask the Pennsbury Shool Board to appeal to PennDot to lower the speed limit to 35 mph and add needed bus stop safety signs/flashing lights to make this road safer for our children. I also ask that you consider again moving the bus stop at Lindenhurst and Trowbridge into Trowbridge Dr."

May 16, 2003

Letter from Sue Herman to Gene Dolnick regarding the public statement she made at the May 15, 2003 School Board meeting.

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134 Yardley Avenue • Post Office Box 338
Fallsington, Pennsylvania 19058-0338
Telephone: (215) 428-4100
FAX: (215) 428-4270

RALPH M. NUZZOLO
Superintendent

May 12, 2003

Terry Fedorchak, Manager
Lower Makefield Township
1100 Edgewood Road
Yardley, PA 19067

Dear Mr. Fedorchak:

At its regular meeting on April 24, the School Board heard a request from Susan Herman of the Residents for Region Traffic Solutions, Inc.

Mrs. Herman asked the School Board to support efforts by the Lower Makefield Township Board of Supervisors to accept the responsibility for maintenance of Lindenhurst Road from the Pennsylvania Department of Transportation. It is our understanding that the Board of Supervisors does indeed desire to take over the section of Lindenhurst Road that lies within Lower Makefield Township. It is also our understanding that the decision to allow this to happen rests with PennDot.

On behalf of the School Board, let me encourage you and the Board of Supervisors in your efforts to improve the safety and serviceability of Lindenhurst Road. The Pennsbury School Board heartily supports your efforts.

Sincerely,

Ralph M. Nuzzolo
Superintendent

c: Board of School Directors
Susan Herman ✓

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LMT moves to take back Lindenhurst Road war escalates between neighbors

By JEFF WERNER
Editor

The Lower Makefield Supervisors last week upped the ante in the local road wars, voting unanimously to pursue a take back of their section of Lindenhurst Road.

Even supervisor chairman Scott Fegley, who has advocated a more regional solution to the issue of truck traffic but has become frustrated over the lack of cooper-

ation from neighboring townships, joined the chorus.

The board took the action despite a recommendation from township engineer Bob Williams that prior to taking back the road the Pennsylvania Department of Transportation (PennDOT) first repair major portions that have been impacted by the heavy truck traffic.

"This isn't an inexpensive proposition," Williams cautioned the

supervisors, estimating it would cost about \$1 million to upgrade the 1.7 miles that pass through the township. "There are some areas that are very bad."

But the supervisors said they don't want to wait until PennDOT gets around to fixing the road. Plus, they said, the road's current condition could meet criteria to limit truck traffic or even ban it altogether.

"If we ask PennDOT to bring it up to stan-

dards, we don't know how long that's going to take, number one. Number two, if they completely redo all of Lindenhurst Road we are essentially saying it's okay for truck traffic," said Fegley. "I would favor taking the road back and not asking PennDOT to be responsible for bringing it up to whatever standards we ask. We can put it in our own road program.

Continued on page 23

Road war escalates between neighbors LMT Supervisors move to take-back Lindenhurst Road

Continued from page 1
Also, if there is a legal basis for restricting truck traffic then let's use it."

Supervisor Wes Hackman, who lives on Lindenhurst Road, said Lower Makefield has watched over the years to what neighboring townships have done "when substandard culverts managed to shift traffic around."

Hackman continued, "Unfortunately I do not agree with what they have been doing. If you have things that aren't right, you should fix it... Now it looks like we may have a condition with the roads themselves... that may be the only way we can try and control this situation."

The declaration brought cheers from an audience made up of mostly Lindenhurst Road residents.

The residents have significantly turned up the heat during recent months, calling on their elected officials to find solutions to their truck traffic concerns.

Resident Sue Herman, who has been at the forefront of the Lindenhurst debate, thanked the supervisors for taking this "brave step tonight. You are the only political body in our region that is capable of being a front runner in a region that is capable of saying enough is enough to a situation that has gone totally awry."

Herman defended the move, saying it's not the same as what Newtown and Wrightstown townships have done by "artificially restricting a culvert" on Swamp Road for nearly 34 years and forcing trucks from the Wrightstown quarries to use Stoopville and Lin-

denhurst roads to access Route 332 and I-95.

Herman and other Lindenhurst and Stoopville residents have long argued that the safest, quickest route to the bypass from the Wrightstown quarries is by way of Swamp Road.

"I believe you are being forthright in taking care of the residents here in Lower Makefield," added Herman.

"There is nothing underhanded or sneaky about it. By taking steps tonight to restore our residential neighborhoods to safety and sanity, the other townships in the region will be forced to look at the affects on the residents of their townships and the focus will be put where it belongs — on making the Newtown Bypass a more efficient highway for trucks and other vehicles. This

where the trucks belong."

Township road supervisor Jim Coyne cautioned board members against taking the road over.

"If we rebuilt that, it will take 3-4 years without doing anything else in the township," said Coyne. "And I would remind you, we have 120 miles of our own roads that we have a liability and a responsibility. If you move the trucks off of there, where are they going to go — Dolington or somewhere else? To take the road over and shift them onto another road doesn't make any sense at all. And to rehabilitate that road is going to cost a fortune."

The residents said they are willing to bear the potential cost, especially when weighing it against the safety of

their children.

"When you talk about a million dollars to repair, we'll live with a road with ruts and potholes in it," said one man. "More importantly, that million dollars isn't going to pay a drop toward replacing a child or a mother or someone killed on the road."

Dr. Bruce Johnson, principal of the Quarry Hill Elementary School, publicly encouraged the supervisors to move forward.

"We take a chance every day when we put hundreds of kids from Aston, Quarry Hill and the Grey Nun Academy on the buses up there either coming to school or going home," he said. "It's just a matter of time. We need to take this issue into our own hands and do what we need to do."

Dr. Johnson encour-

aged board members to pursue continued actions locally through changes to traffic patterns, noise restriction, added traffic signals, etc. "As a taxpayer I know that this process will take money, but we have to take back the road."

The turn back now rests in the hands of the Pennsylvania Department of Transportation which will have the ultimate say.

The supervisors, in the meantime, are exploring what they can and cannot do to the road if they are allowed to take it back.

Limiting hours of use or banning trucks altogether are among the top options under review by the township's legal and professional staff. Traffic calming measures are another possibility being explored.

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November 14, 2002
YARDLEY NEWS

Ex. II (pg. 7/8)

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GREY NUN ACADEMY COMMUNICATIONS

April 30, 1999

Letter from Sister Dolores Beatty, principal of Grey Nun Academy, to State Representative David Steil regarding the dangerous traffic condition on Lindenhurst Road.

"I am writing this letter to you concerning the potentially dangerous truck traffic on Lindenhurst Road. As you probably know, there have been two accidents on this road within the past two weeks...I join with my colleagues at Quarry Hill and Aston Elementary Schools...in asking you to limit the heavy truck traffic on this country road.

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RESOLUTION OF
THE BOARD OF TRUSTEES OF THE
EAGLETON FARMS HOMEOWNERS ASSOCIATION

The Eagleton Farms Homeowners Association Board of Trustees,
this 9th day of July, 2003, does,
by a unanimous vote, hereby resolve the following:

WHEREAS this Board has been designated as the representative body of Eagleton Farms, an association of homeowners consisting of Seventy Four (74) homes,

WHEREAS, this community is bordered on its south side by Stoopville Road and on its east side by Eagle Road,

WHEREAS, The Eagleton Farms Homeowners Association (EFHA) has followed the regional traffic issues, which include the increased truck traffic on Stoopville Road, out of concern for the safety of its residents,

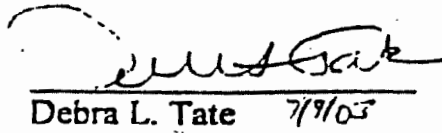
WHEREAS, The EFHA seeks to do that which is in the interest of the safety of our residents first, while understanding the role of a regional plan for long-term development,

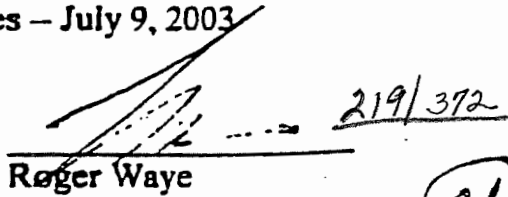
THEREFORE, be it RESOLVED that the Eagleton Farms Homeowners Association Board of Trustees requests the Newtown Township Board of Supervisors, who are elected officials responsible to the citizens who elect them, to direct the township's engineer to conduct a study of potential traffic calming measures for Stoopville Road. This is a matter of long-term public policy and safety deserving discussion and resolution in this public forum at a reasonable time for members of the community to attend and be heard.

FURTHER, be it RESOLVED that the Newtown Township Board of Supervisors should direct that a presentation on the study results be made at a regularly scheduled NTBS meeting within 60 days of this date, with sufficient notice being issued to township residents in advance of this presentation.

Eagleton Farms Homeowners Association Board of Trustees – July 9, 2003


J.P. Napier


Debra L. Tate 7/9/03


Roger Wayne 219/372

Communications that focus on the traffic safety crisis and involve the Council Rock School District

COUNCIL ROCK CORRESPONDENCE

November 8, 2000

Letter from Chester Pogonowski (Chairman, Wrightstown Township Board of Supervisors) to Andrew Warren regarding the traffic safety crisis on Worthington Mill Road.

"Over the past year, there has been a noticeable increase in the level of traffic using Worthington Mill Road. In particular, the level of trucks going to and from the quarries in Wrightstown has increased.

Given a number of horizontal curves, the width of the road, and the ditch configuration, this speed limit [45 mph] is too high. Coupled with children waiting for school buses, we have the potential of a serious injury or death should a vehicle be unable to stop and hit a loaded school bus. This is especially a problem between Swamp RD and Estates Court where a number of near misses have been witnessed."

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WRIGHTSTOWN TOWNSHIP, Bucks County, Pennsylvania

EX-VII
(pg 2/2)

738 Penns Park Road
Wrightstown, PA 18940-9662
215-598-3313
215-598-0529 FAX



November 8, 2000

Honorable Andrew L. Warren
District Manager
Pennsylvania Department of Transportation
7000 Geerdes Blvd.
King of Prussia, PA 19406

RE: Speed Limit Worthington Mill Road

Dear Mr. Warren:

Over the past year, there has been a noticeable increase in the level of traffic using Worthington Mill Road. In particular, the level of trucks going to and from the quarries in Wrightstown has increased.

A number of residents have approached the Township concerning the speed limit on Worthington Mill Road between Swamp Road and Route 413. Currently, the speed limit is set at 45 MPH. Given a number of horizontal curves, the width of the road, and ditch configuration, this speed limit is too high. Coupled with children waiting for school buses, we have the potential of a serious injury or death should a vehicle be unable to stop and hit a loaded school bus. This is especially a problem between Swamp Road and Estates Court where a number of near misses have been witnessed.

I recognize that speed limit enforcement is the responsibility of the municipality. However, the Legislature in its infinite wisdom has limited local police departments from using radar as a deterrent. This means the Buckingham Police must use less accurate methods of detecting speeders. Everyone knows this restriction which results in many motorists pushing the limit of Vascar and other speed monitoring systems. This mean, a ticket has little chances of standing up in court unless the violation is for speeds in excess of 10 miles and in some cases as much as 15 miles over the posted speed limit.

Wrightstown Township is still trying to maintain its rural character. However, increased traffic through our township is straining the ability of our resident to enjoy the

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Ex. VII
(pg. 3/12)

community in which they have chosen. We need your assistance to address these concerns for the betterment of our residents without restricting the flow of traffic or the type of vehicles using our roads.

Wrightstown Township is once again requesting that you lower the speed limit to 35 MPH on Worthington Mill Road. This is not the first time we have made this request and aware of comments by your engineering department regarding the engineering suitability of the existing speed limit. But we are both aware that PennDOT has some latitude to relax these requirements if it so chooses. That is specifically what we are asking here.

We are hopeful that you will grant our request for a reduction in the speed limit. In consideration of that request, Wrightstown Township is prepared to install and maintain 35 MPH signs along those sections approved for the lower speed limit and at those locations marked by your department.

On behalf of the Board of Supervisors of Wrightstown Township, we thank you for your quick and thoughtful consideration of this safety concern. Should you wish to discuss this further, please feel free to contact me through the Township offices (215-598-3313, ext 30) or through my place of employment (215-785-8042).

Respectfully,

BOARD OF SUPERVISORS
WRIGHTSTOWN TOWNSHIP



Chester S. Pogonowski,
Chairman

cc: Honorable David Steil, Representative
Jane Magne, Supervisor
Allen Masenheimer, Supervisor
Marcy Conti

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2003 (8/1/03)

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

Mr. William Burke
Council Rock School Board President
Chancellor Center
30 North Chancellor Street
Newtown, PA 18940

June 5, 2003

Re: Worthington Mill Road; Quarry trucks unable to stop for stopped school buses.

Dear Mr. Burke,

We are writing this letter to ask for your help because the health, safety and welfare of the students you bus along Worthington Mill Road (between Swamp RD and RT. 413) is in jeopardy. We are requesting that you go on record regarding the unsafe condition that exists, with the people who are going to make decisions on this serious transportation issue. Worthington Mill Road is being used as a diverted route for hundreds of heavy trucks traveling to and from the Swamp Road quarries and I-95 daily. This 1.1-mile segment of roadway has 25 driveways, 28 access points, 9' wide travel lanes and no shoulders. Your school buses stop over 40 times in the travel lane on a given school day to pick up or drop off students. (See attachment 1)

There have been numerous close calls with trucks unable to stop for stopped school buses. The first witnessed incident occurred in 2000 at 970 Worthington Mill Road when Sean Hipps was being dropped off across from his driveway and an empty stone truck traveling behind the bus could not stop for the stopped school bus. The truck had to swerve around the bus, narrowly missing Eileen Hipps and her son. Mrs. Hipps reported this incident to The Council Rock School District who directed her to PennDOT. In another incident, which occurred in September 2002, my husband and I watched in absolute horror, as a loaded oil tanker could not stop for our 2 sons' stopped school bus at Estates Court. The tanker driver frantically honked and flashed its warning lights in an apparent attempt to alert the school bus driver and the children. We were further alarmed to hear from several children along this road that it is not unusual for the bus drivers to ascertain if the approaching quarry truck can stop before putting on the flashing lights. This is a problem on two levels, as many children seeing a fully stopped school bus will naturally approach the bus to board and this situation puts an enormous safety responsibility on your school bus drivers.

Last week I heard the loudest jake braking sound I had ever heard and ran to the window in time to view a loaded quarry truck scarcely missing the back of a stopped school bus. A loaded tractor-trailer quarry truck weighs 80,000 pounds and a crash will

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more often than not result in *death*. We can all remember the truck that ran into the bank in Newtown, killing one woman and permanently debilitating another. We believe that the current situation on Worthington Mill RD is an accident waiting to happen. We also believe that Worthington Mill RD not only meets, but exceeds, the criteria set forth in PennDOT's Publication 201- Engineering and Traffic Studies, necessary to impose a truck restriction and reduce the speed limit to 35mph. As such, it is our contention that PennDOT has the justification, power and responsibility to do so in the interest of public safety.

Your Board has ultimate responsibility for the safety of the students under its auspices, and I can tell you that your kids are in harm's way. **We appeal to you to take a position as advocate for the safety of the children you transport, by writing a letter to Deputy Secretary of Highway Administration, Gary Hoffman, and Secretary of Transportation, Honorable Allen Biehler, in support of a truck restriction and speed limit reduction to 35 MPH on Worthington Mill Road.** * This restriction would result in the Swamp Road quarry trucks using Pa Traffic Routes 232 and 413 to get to the Newtown Bypass, roads designed for this heavy truck traffic. As Worthington Mill Road is a state road (lowest level road in the state road system and in other states would be locally owned and controlled), PennDOT in Harrisburg is currently reviewing the request to restrict trucks and reduce the speed limit to 35 MPH.

I have attached a copy of a letter I sent to Deputy Secretary Hoffman after he attended a meeting at my home on May 1, 2003. (See attachment #2) Please note that Mr. Hoffman questioned whether the school district had weighed in on this situation and that is precisely what we ask of you today.

We hope you find this serious safety issue of importance and send a letter to the state as soon as possible. I would be happy to provide you with any additional information that you might be interested in.

Thank you again for your time and consideration. I can be personally reached at my home address, which is 940 Worthington Mill RD, Newtown, PA 18940, ph 215-504-5724, and fax 215-504-5726.

Very truly yours,

Marcy B. Conti
Vice President
Residents for Regional Traffic Solutions, Inc.

Cc:

Dr. Timothy Kirby, Superintendent of the Council Rock School District
Jack Pinheiro, Supervisor of Pupil Transportation

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VJ 1182

* PennDOT
Deputy Secretary of Highway Administration, Gary Hoffman
Keystone Building
400 North St.
P.O. Box 3543
Harrisburg, PA 17120-3543



* PennDOT
Secretary of Transportation, Allen Biehler
Keystone Building
400 North St.
P.O. Box 3543
Harrisburg, PA 17105-3543

- Attachments:
1. Worthington Mill Road Bus Stops
 2. May 19, 2003, letter to Gary Hoffman; PennDOT Deputy Secretary of Highway Administration



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COUNCIL ROCK SCHOOL DISTRICT
ADMINISTRATION & BUSINESS OFFICES

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The Chancellor Center
30 North Chancellor Street
Newtown, PA 18940

Timothy F. Kirby, Ed.D.
SUPERINTENDENT OF SCHOOLS
TELEPHONE (215) 944-1000
FAX (215) 944-1031

Robert D. McAnitts, PE
DIRECTOR OF BUSINESS
ADMINISTRATION
TELEPHONE (215) 944-1040
FAX (215) 944-2041

June 17, 2003

Mr. Gary Hoffman
PA Department of Transportation
Keystone Building
400 North Street
Harrisburg, PA 17120

Re: Worthington Mill Road, Bucks County

Dear Mr. Hoffman:

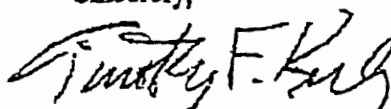
I understand your department is currently conducting a traffic and safety review of the above referenced road. The safety of our students is of paramount importance to the Council Rock School District.

Worthington Mill Road has been designated by the Department of Transportation as a "hazardous" road for school children to walk to school or to their bus stop. As a result, we are required to pick up and drop off students residing on Worthington Mill Road in the traffic lane in front of their houses.

The actual number of locations and number of different schools varies from year to year. During the past several years we have averaged stopping 40 times per day on this relatively short stretch of this winding, narrow road. While no accident has occurred, there have been many incidents cited by our bus drivers of the heavy quarry trucks almost "blowing by" the red light stop arm.

It is our position that your department should be pro-active and at a minimum reduce the speed limit on this road to 25 or 35 mph. Worthington Mill Road under present conditions and circumstances requires action to insure the safety of our students.

Sincerely,



Timothy F. Kirby, Ed.D.
Superintendent of Schools

TFK/tm

cc: Mr. William Burke, President, CRSD Board of Directors

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Robert C. Gaynor
13 Millers Road
Newtown, PA 18940
(215) 504-5249

Mr. William Burke
Council Rock School Board President
Chancellor Center
30 North Chancellor Street
Newtown, PA 18940

July 14, 2003

RE: Stoopville Road danger to school buses

Dear Mr. Burke:

We are writing this letter to ask for your help and inform you of the danger present to our children (and all school children) who ride on Council Rock school buses and traverse Stoopville Road.

As you are aware, quarry trucks and other large commercial trucks and trailers use Stoopville Road as a "short-cut" from I-95 to quarries and businesses to the north of Newtown. As residents living in a sub-division off of Stoopville Road, we constantly drive along (and cross) Stoopville Road daily. We see, first hand, the inability of these trucks to remain in their travelling lanes and fully stop at intersections. Often, these quarry trucks do not even slow down at signed intersections or red traffic lights. These loaded trucks, which weigh 80,000 pounds, have had numerous near-misses with traffic on Stoopville Road. For example, on Friday before Thanksgiving, 2002, at a foggy 8:12 A.M., a quarry truck blew through the Stoopville-Eagle Roads intersection without slowing down. Fortunately, the quick action of a Newtown resident driver at that intersection prevented her from being flattened by this behemoth. Imagine the damage such an incident would have done if school had been in session and a bus had been at that intersection instead of a small car!

A crash with one of these trucks will, more often than not, result in *death*. We can all remember the truck that ran into the bank in Newtown, killing one woman and permanently debilitating another. We believe that the current situation on Stoopville Road is an accident waiting to happen and are alarmed that under the guise of safety, many have supported/proposed the widening and straightening of this residential road that trucks are diverted to. This has actually resulted in even more truck traffic traveling at higher speeds and is clearly not the answer.

The Eagleton Farms Homeowners Association passed a Resolution (dated July 9, 2003) which was presented to the Newtown Township Board of Supervisors at their Board meeting on July 9, 2003 (Resolution attached). This Resolution asks the Newtown Township Supervisors to direct the township engineer to determine what traffic calming measures can be employed to make Stoopville Road safer and to present his findings to residents at a Board of Supervisors meeting within 60 days.

We respectfully request that the Council Rock School Board urge the Supervisors to make a motion to act on this resolution and fast-track review and implementation of traffic calming

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measures along Stoopville Road. It is our hope that the Supervisors will make such a motion at the next Board of Supervisors meeting on July 23, 2003. Any correspondence you can initiate in support of this action would be greatly appreciated and key to getting our children out of harm's way when traveling in buses on this road.

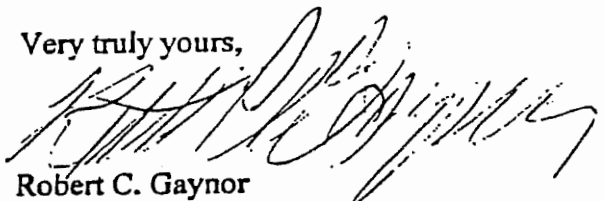
Since your School Board has the ultimate responsibility of protecting the safety of its students, we also appeal to you, as an advocate for your students' safety, to go on record in a letter to Deputy Secretary of Transportation, Gary Hoffman, in which you make your concerns known about the dangerous traffic condition along Stoopville Road.*

We understand that you have made your traffic concerns known to Mr. Hoffman about another road in the Council Rock district (Worthington Mill Road). As PennDOT is interested in the position of the school district where safety is concerned, we believe that your input on the Stoopville Road dangers would have a positive impact on protecting the health, safety and welfare of our children.

We hope that you (as we, and all other parents) find this serious safety issue one that has been ignored for too long. Please do not hesitate to contact me should you have any questions.

Thank you for your time and consideration.

Very truly yours,



Robert C. Gaynor
Representative of Eagleton Farms

* Mr. Gary Hoffman, P.E.
Deputy Secretary for Highway Administration
P.O. Box 3541
Keystone Building
Harrisburg, PA 17105-3541

CC: Dr. Timothy Kirby; Superintendent, Council Rock School District
Jack Pinheiro; Council Rock Supervisor of Pupil Transportation

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RESOLUTION OF
THE BOARD OF TRUSTEES OF THE
EAGLETON FARMS HOMEOWNERS ASSOCIATION

The Eagleton Farms Homeowners Association Board of Trustees,
this 9th day of July, 2003, does,
by a unanimous vote, hereby resolve the following:

WHEREAS this Board has been designated as the representative body of Eagleton Farms, an association of homeowners consisting of Seventy Four (74) homes,

WHEREAS, this community is bordered on its south side by Stoopville Road and on its east side by Eagle Road,

WHEREAS, The Eagleton Farms Homeowners Association (EFHA) has followed the regional traffic issues, which include the increased truck traffic on Stoopville Road, out of concern for the safety of its residents,

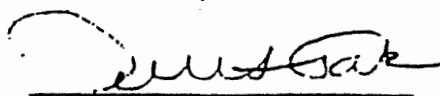
WHEREAS, The EFHA seeks to do that which is in the interest of the safety of our residents first, while understanding the role of a regional plan for long-term development,

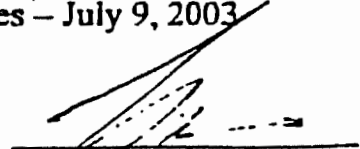
THEREFORE, be it RESOLVED that the Eagleton Farms Homeowners Association Board of Trustees requests the Newtown Township Board of Supervisors, who are elected officials responsible to the citizens who elect them, to direct the township's engineer to conduct a study of potential traffic calming measures for Stoopville Road. This is a matter of long-term public policy and safety deserving discussion and resolution in this public forum at a reasonable time for members of the community to attend and be heard.

FURTHER, be it RESOLVED that the Newtown Township Board of Supervisors should direct that a presentation on the study results be made at a regularly scheduled NTBS meeting within 60 days of this date, with sufficient notice being issued to township residents in advance of this presentation.

Eagleton Farms Homeowners Association Board of Trustees – July 9, 2003


J.P. Napier


Debra L. Tate 7/9/03


Roger Wayne

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Exhibit VII
(pg 11/12)

COUNCIL ROCK SCHOOL DISTRICT
ADMINISTRATION & BUSINESS OFFICES

The Chancellor Center
30 North Chancellor Street
Newtown, PA 18940

TIMOTHY F. KIRBY, Ed.D.
SUPERINTENDENT OF SCHOOLS

TELEPHONE (215) 844-1000
FAX (215) 844-1031

March 30, 2004

Governor Edward Rendell
Main Capitol Building
Harrisburg, PA 17120-3006

RE: Worthington Mill Road, Wrightstown Township, Bucks County, PA

Dear Governor Rendell:

I would like to bring to your attention a safety issue regarding the safe transportation of our school students. This situation involves providing safe bus transportation for our students on the above-referenced road.

Worthington Mill Road has been designated by the Department of Transportation as a hazardous road for school children to walk to school or to their bus stop. As a result, we are required to pick up and drop off students residing on Worthington Mill Road in the traffic lane in front of their homes. During the past several years, we have averaged stopping 40 times per day on this 1.1-mile section of winding, narrow, minor collector road.

Our administration has received many reports of quarry trucks passing stopped school buses from our drivers, school students, and parents. The 34,000 lb. to 80,000 lb. trucks often are unable to stop in time. Parents of school students presented me with videotape of 70 heavy trucks traveling Worthington Mill from 8:00 a.m. to 9:00 a.m. on January 13, 2004, when our buses were running. The potential for a tragic accident is clear and present.

We find it difficult to understand why this high volume of heavy truck traffic would be diverted onto such an inappropriate road. It is clearly apparent from the pictures and videos that this road is inadequate for commercial truck traffic. Worthington Mill Road under its present circumstances requires immediate action to ensure the safety of our students.

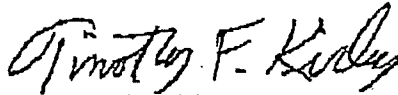
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The Council Rock School District would support a truck ban on this 1.1-mile segment of Worthington Mill Road between Swamp Road and Route 413 in the interest of the safety of our school students and bus drivers. In addition, it is obvious that the principal arterial highways in the area are far safer and appropriate roads for this high volume of heavy industrial truck traffic.

We request your personal and immediate involvement in resolving this safety issue before a tragic accident occurs.

Sincerely,



Timothy F. Kirby, Ed.D.
Superintendent of Schools

TFK/tm

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Township of Lower Makefield

Exhibit VIII
(Pg 1/2)

BOARD OF SUPERVISORS

Frank J. Fazzalore, Chairman
Norman F. Stalnthorpe, Vice-Chairman
Scott I. Fegley, Secretary/Treasurer
Grace M. Godshalk, Supervisor
Steven J. Santarsiero, Supervisor

February 10, 2004

Honorable David J. Steil
Pennsylvania State Representative
8 North State Street
Newtown, PA 18940

RE: **STOOPVILLE ROAD
REHABILITATION PROJECT**

Dear Representative Steil:

The Lower Makefield Township Board of Supervisors is strongly opposed to the Stoopville Road Rehabilitation Project in Newtown Township.

The Supervisors feel it is critical that industrial traffic be channeled to the Newtown Bypass and that the rehabilitation of Stoopville Road will only prove to further invite large truck traffic through residential neighborhoods at higher speeds.

All state and municipal officials should recognize that commercial traffic is best suited for the higher level roads in our region, that is, PA Traffic Routes 413, 232, 332, Newtown Bypass and Principal Arterial Highway, Swamp Road which is the location of the four industrial quarries.

Your perseverance in working toward amicable solutions to regional traffic problems is commendable and sincerely appreciated by the Board of Supervisors and the residents of Lower Makefield Township.

Sincerely,

Terry S. Fedorchak
Township Manager

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TSF:ms

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cc: Scott Petri, State Representative
Tommy Tomlinson, State Senator
Joseph Conti, State Senator
Bucks County Commissioners
Board of Supervisors
State Transportation Commission
Andy Warren, PennDOT
Delaware Valley Regional Planning Commission

EXHIBIT IX
(Pg 1/2)

Township of Lower Makefield



BOARD OF SUPERVISORS

Frank J. Fazzalore, Chairman
Pete Stainthorpe, Vice-Chairman
Scott I. Fegley, Secretary/Treasurer
Grace M. Godshalk, Supervisor
Steven J. Santarsiero, Supervisor

May 25, 2004

John Coscia, Executive Director
Delaware Valley Regional Planning Commission
The Bourse Building 8th Floor
111 S. Independence Mall, East
Philadelphia, PA 19106

**RE: STOOPVILLE ROAD
REHABILITATION PROJECT**

Dear Mr. Coscia:

Lower Makefield Township Board of Supervisors is pleased to note that the Stoopville Road Rehabilitation Project is not included on the draft Transportation Improvement Plan, and we are writing to urge that any requests to modify that aspect of the draft TIP be denied.

The Supervisors feel it is critical that industrial traffic be channeled to the Newtown Bypass and that the rehabilitation of Stoopville Road will only prove to further invite large truck traffic through residential neighborhoods at high speeds.

It should be recognized that commercial traffic is best suited for the higher level roads in the Lower Bucks County region, that is, PA Traffic Routes 413, 232, 332, Newtown Bypass and Swamp Road which is the location of the four industrial quarries.

Your favorable consideration of this request is appreciated.

Sincerely,

Terry S. Fedorchak
Township Manager

TSF:ms

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cc: Board of Supervisors
Joseph Conti, State Senator
Tommy Tomlinson, State Senator
David Steil, State Representative
Scott Petri, State Representative
State Transportation Commission
Andy Warren, PennDOT

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Recent crash/incident history involving heavy commercial traffic in our region

August 3, 2000

Accident where an empty quarry truck killed one woman, permanently injured another woman, and went through the wall of a bank.

The August 4, 2000 Bucks County Courier Times article, entitled Runaway truck kills woman and crashes into bank, stated, "A woman was killed and two people were injured yesterday morning when a dump truck plowed into two cars on Eagle Road [Newtown Township], then slammed through the wall of the First Union Bank at the Village of Newtown Shopping Center."

The woman who was killed was driving a large automobile and the woman who was permanently injured was in a small compact car. This incident exemplified the danger and damage that occurs when a quarry truck goes out of control. Because of the nature of these vehicles (empty weight = 20,000 lbs., loaded weight = 80,000 lbs.), truckers should be encouraged to take Swamp Road (shortest route) to the Newtown Bypass, a four-lane, limited-access, divided highway built specifically for commercial traffic. These behemoth trucks should be kept out of residential areas.

Note this quote from AAA World, March/April, 1999:

"Keep in mind that trucks typically weigh 20 to 40 times as much as passenger cars.

Automobiles are extremely vulnerable when they collide with a large truck. The collision between an 80,000-pound truck and a 2000-pound car is similar to taking a sledgehammer to an empty tin can. 98 PERCENT OF PEOPLE KILLED IN TWO-VEHICLE CRASHES INVOLVING A CAR AND A LARGE TRUCK ARE THE AUTO OCCUPANTS."

October 16, 2000

Accident between a gasoline tanker and loaded gravel truck on Taylorsville Road in Upper Makefield Township.

The October 17, 2000 Bucks County Courier Times article, entitled Crash spills fuel near canal, stated, "A gasoline tanker and loaded gravel truck [weighing 72,000 lbs.] collided yesterday on Taylorsville Road in Upper Makefield tearing a hole in the tanker truck and spewing 1200 gallons of fuel onto the road. Eleven tons of gravel were tossed into the woods from the other truck near the Delaware Canal."

This incident exemplified the danger and damage that occurs when a quarry truck goes out of control. Because of the nature of these vehicles (empty weight = 20,000 lbs., loaded weight = 80,000 lbs.), truckers should be encouraged to take Swamp Road (shortest route) to the Newtown Bypass, a four-lane, limited-access, divided highway built specifically for commercial traffic. These behemoth trucks should be kept out of residential areas.

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October 31, 2002

Fatal accident between a quarry truck and automobile on Windy Bush Road, Solebury Township.

The November 1, 2002 Bucks County Courier Times article, entitled Woman killed in collision with dump truck, stated, "A 49-year-old New Hope woman was killed yesterday morning when the car she was driving collided with a dump truck on Windy Bush Road near Pidcock Creek Road in Solebury... A load of stone spilled onto the roadway..."

The woman who was killed was driving a small compact car. This incident exemplified the danger and damage that occurs when a quarry truck goes out of control.

* "Fatalities from large trucks have increased approximately 10% from 1995 -1998. Trucks with a gross weight more than 10,000 lbs., account for a disproportionately large share of traffic deaths based on miles traveled.

People in passenger vehicles are especially vulnerable in collisions with large trucks because of the vast difference in weight between cars and large trucks."

*Quotation from the Washington D.C. based organization, Advocates for Highway & Auto Safety



November 1, 2002

Email from Sue Herman to the Lower Makefield Township Supervisors

*"Dear Scott, Wes, Grace, Pete and Frank,
I am sad to refer you to the front page of the BUCKS section in today'sr Courier Times. The article is entitled, Solebury- Woman killed in collision with dump truck*

This sad event drives home the point made in this quote:

***'Keep in mind that trucks typically weigh 20 to 40 times as much as passenger cars. Automobiles are extremely vulnerable when they collide with a large truck. The collision between an 80,000-pound truck and a 2000-pound car is similar to taking a sledgehammer to an empty tin can. 98 PERCENT OF PEOPLE KILLED IN TWO-VEHICLE CRASHES INVOLVING A CAR AND A LARGE TRUCK ARE THE AUTO OCCUPANTS.'—
AAA World, March/April 1999***

These trucks are given the opportunity to choose Lindenhurst Rd. and travel at outrageous speeds 24/7 rather than using the Bypass, a four-lane limited access divided highway built specifically for such commercial traffic. The Bypass is where this traffic belongs.

I look forward to the 11/4 BOS meeting where we will discuss this critical matter."

April 21, 2003

A 200 lb. truck tire flies into a back yard along Lindenhurst Road.

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May 5, 2003

Lower Makefield Township Board of Supervisors meeting where Sherry Yesilsoy presented the Board with written documentation regarding a tire incident that happened to her neighbor.

The Board suggested that this document be included with the information to be reviewed at the meeting with the Secretary of Transportation.

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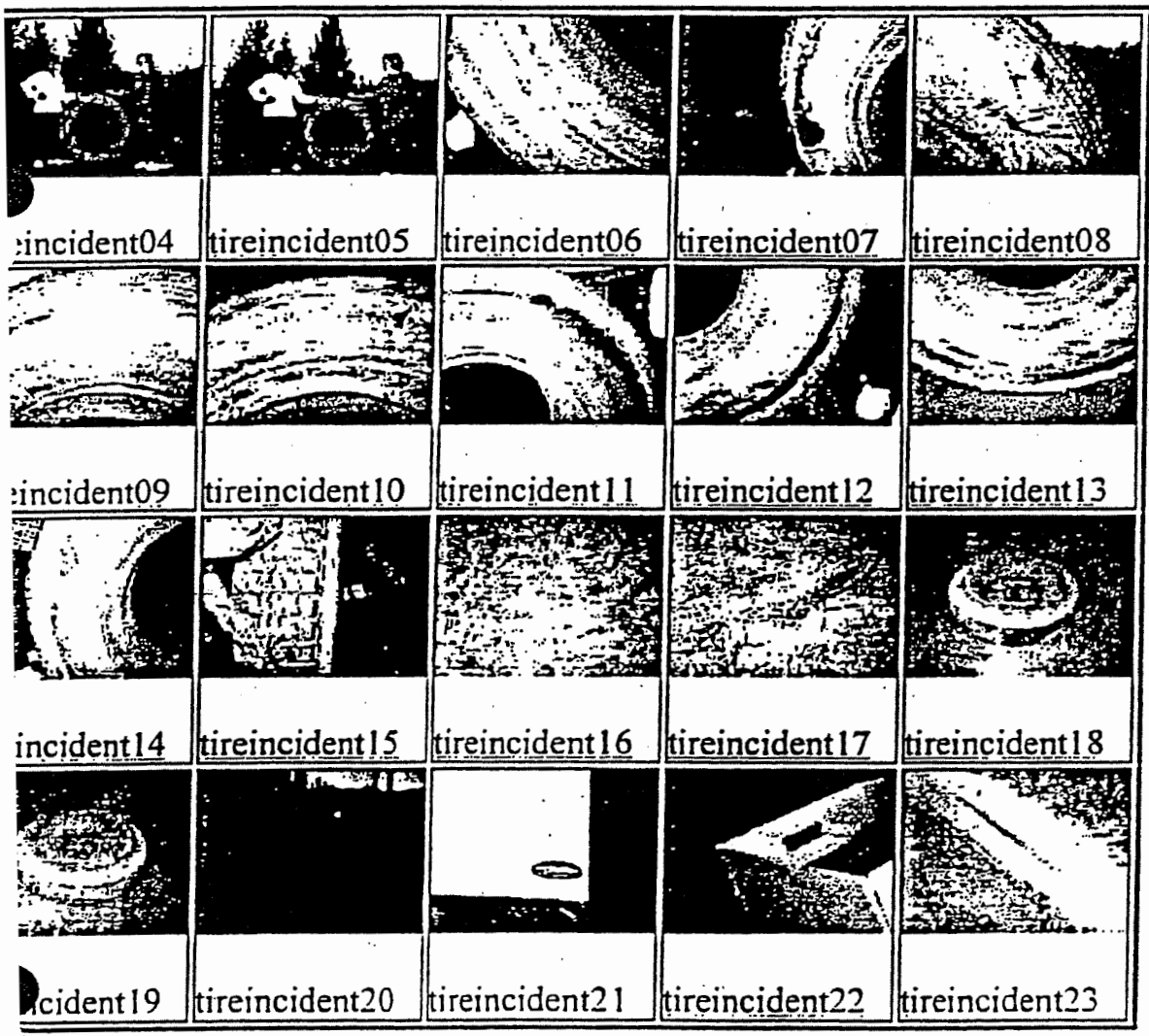
On April 21, 2003 G. Magilton @ 1705 Powderhorn Dr. was working in his backyard when he thought he heard thunder. The 'thunder' turned out to be a 200lb truck tire and wheel that had been jettisoned by a passing vehicle and landed in his Backyard. Initial investigation revealed that the tire had been jettisoned by a vehicle traveling south on Lindenhurst Road. The tire traveled across the opposing lane of traffic where it struck the curb, bounced into the air and flew approximately 40 ft, coming to rest in the middle of his backyard. While investigating the tire that landed in the backyard, a second - matching - jettisoned tire was discovered 100ft further north on another resident's backyard berm.

Lower Makefield police have been to the scene and have created an Incident Report. It is a miracle that no persons or vehicles were caught in the path of this massive debris.

4-22-2003

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Next Page



made public by Sherry Giesler at the 5/5/03 LMP BOS meeting

Exhibit XI (pg 4/4)

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R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

Mr. Gary Hoffman, P.E.
Deputy Secretary for Highway Administration
Keystone Building
400 North St., 8th Floor
Harrisburg, PA 17120-0095

Representative David Steil
2 North State Street
Newtown, PA 18940

April 23, 2004

**RE: Written Comment Submission for the Regional Traffic Meeting
held at Bucks County Community College on April 22, 2004**

Dear Mr. Hoffman and Representative Steil,

Thank you for accepting these written comments that I understand will become part of the record for the regional traffic meeting. While I do not believe Representative Steil publicly announced that written comments would be accepted for one week after the meeting, several residents overheard him telling me this at the end of the meeting. We thank you for the opportunity.

Although I was disappointed that Representative Steil denied me permission to show two brief videos during my public comment, I appreciated that he retrieved them from me after the meeting and said they would be included in the summary of the meeting.

Video submissions

- Submitted a CD that contains 3 videos entitled Bypassing the Bypass, CBS/KYW3 Newscast, and Truck Danger on Worthington Mill Road. See Exhibit I.

(Note that 90% of the commercial traffic turns off the Newtown Bypass onto Lindenhurst Road, the first leg of a residential route that literally "bypasses the Bypass". The residential route is comprised of Lindenhurst, Stoopville and Worthington Mill Roads.)

- Submitted a CD entitled FOX 29 Newscast: Using rail to haul stone from the Swamp Road quarries. See Exhibit II.

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Exhibits to be hand delivered to Rep. Steil's office on
4/28/04. 8 pages in this memo.

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Recommendation to engage a consultant to do a regional study for planning

Mr. Hoffman suggested the townships engage a consultant to do a regional study for planning and said dollars are available through the Delaware Valley Regional Planning Commission (DVRPC); federal funding is available.

The Townships must engage a consultant who is outside the Bucks County umbrella of politics, or an OBJECTIVE regional plan will be unattainable. History has shown that the players under the Bucks County umbrella of politics make transportation decisions based upon self-interest and political agendas, in total disregard for the safety of the citizenry at large (See Exhibit III, Abbreviated historical accounting of manipulation of truck traffic).

Who falls under the Bucks County umbrella of politics?

- **Senator Joseph Conti:** In spite of attending a public traffic meeting at Lower Makefield Township (LMT) in 1999 and pledging to make the truck traffic problem his #1 priority, he has shown a lack of leadership on this issue. In a recent Courier Times article (Exhibit V) he claimed about all he can do is "cajole" local officials to do the right thing.

RRTS comment: This statement is inconsistent with the fact that state senators and representatives are deeply involved with transportation issues throughout our state and country. RRTS has developed a relationship with the Delaware Valley Regional Planning Commission (DVRPC)* and it is apparent that the transportation wishes of state senators and state representatives greatly influence planning decisions in the region. Senator Conti's lack of action on the truck issue speaks volumes about his disinterest in protecting the safety of the citizenry at large.

• **Representative David Steil:**

- 1) When LMT requested taking over Lindenhurst Road from PennDOT in the interest of protecting its citizenry (November 2002), Representative Steil interfered. The turnback was denied, the only road turnback that PennDOT District 6 has denied in 10 years!
- 2) In response to RRTS members' request to have stone moved by rail, Representative Steil is quoted in the Bucks County Courier Times article in Exhibit VII as saying, "The DVRPC did a small study on trains and said the idea didn't even merit a full study... The economics do not look very good."

*See Exhibit VI, new DVRPC CD entitled Creating Tomorrow Today, DVRPC

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The article also states, "Steil who agreed it [movement of stone] is a 'real problem', also conceded that there is little that can be done. Trains are uneconomical. Trucks cannot be barred from state roads because the owners pay taxes. And improving Swamp Road so fully loaded quarry trucks can use it instead of Stoopville and Lindenhurst Roads merely shifts the traffic elsewhere, he [Representative Steil] said."

3) He maintains that "quarry trucks and college students don't mix" and his actions and words support this bias. He sends the message to residents that quarry trucks and elementary school buses do mix and threatens to further endanger travelers along Lindenhurst, Stoopville and Worthington Mill Roads (a residential route with over 7,000 residents and 155 access points, most residential driveways), by his obvious support of the Stoopville Road Rehabilitation Project (rather than traffic calming).

In Exhibit VIII Representative Steil stated, "... I would note that no resident of Newtown Township has contacted me concerning this project [Stoopville Road Rehabilitation Project]." Rep. Steil wrote this letter in response to RRTS' letter dated 2/6/04 (Exhibit IX) which speaks of several near misses between school buses and quarry trucks along the residential route and asks him to reject the Stoopville Rehab. Project in all forums. Rep. Steil wrote a 2/27/04 letter to the DVRPC (Exhibit X) which states, "I believe that DVRPC should make no decision regarding the improvements until we have had an opportunity to work with all of the impacted townships in developing some form of regional traffic plan." His failure to oppose the Stoopville Rehab. Project is consistent with the message he has given members of the public, that maybe not now, but someday, this project's time will come.

4) We find it unconscionable that Rep. Steil hastily dismissed the railroad option for hauling stone and that he did not publicly support the "Suggested Detour Signs" that PennDOT Harrisburg posted in the interest of public safety.

5) Representative Steil denied that a NO CONNECTOR ROAD CLAUSE (that would prevent a road being built through the CAU parking lot) was intended to be an integral part of LMT's requirements when LMT was negotiating an "Intergovernmental Agreement" with Newtown Township.

6) The initiative to route high volumes of industrial traffic through ever-developing residential areas supports our belief that Representative Steil is not a qualified engineering professional and his actions and positions are not based on sound engineering practices. He has never supported encouraging the higher level traffic to use the higher level roads.

RRTS comments: How hard should residents have to work to be heard by their state and local governments? It is our opinion that it would never be appropriate to further jeopardize the safety of over 7,000 residents who live along the residential route [by doing the Stoopville Road Rehab. Project], residents who voted Rep. Steil into office to protect their health, safety and welfare.

- **Bucks County Planning Commission (BCPC) Board:** After compelling presentations by residents and RRTS AGAINST the Stoopville Road Rehab. Project

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and FOR Traffic Calming Measures (LMT's #1 priority TIP project was Traffic Calming for Lindenhurst Road), this Board voted to send the Stoopville Road Rehab. Project forward to the DVRPC in the TIP process rather than the Traffic Calming Projects submitted for Lindenhurst, Stoopville and Worthington Mill Roads.

There is pressure in our region to upgrade the functional classification of Stoopville Road from a minor collector road to a Principal Arterial Highway. If this happens, Stoopville Road will no longer qualify for traffic calming measures. We fear the BCPC will attempt to justify this change when it revises the federal functional classification of roadways, a process that is currently underway per the DVRPC. We implore the BCPC NOT to upgrade the classification of this road. Traffic calming is essential to this road being used in a manner that is consistent with the high level of residential development the townships have placed there.

RRTS comments: RRTS questioned why the BCPC guidelines for the TIP Public Hearing forbid showing of CD's. The answers we got point to it being an arbitrary decision (likely politically motivated) that was inconsistent with the State Transportation Commission guidelines for public participation in the TIP process. It was important for this Board to see 90% of commercial traffic in the region turning off the Bypass onto the residential route, as this may have strongly influenced their decision. RRTS showed this CD at the State Transportation Commission Public Meeting and the picture saved a thousand words.

In its oral and written testimony to this Board [and to the State Transportation Commission], RRTS stated, "PennDOT's District 6 must take responsibility for its part in creating this public safety ^{4/15/04} through both its inaction and actions. We ask that you join with us in recommending that Mr. Warren recuse himself from the TIP decision-making process for these projects because of the obvious conflicts of interest that exist. As a long time resident of this area [and previous Bucks County Commissioner], Mr. Warren naturally has many ties and the divisive nature of the traffic problems here demand a non-aligned professional. In addition, decisions regarding these minor residential collector roads will have a direct affect upon traffic on the Newtown Bypass, and Mr. Warren has resided adjacent to the Bypass for years. We implore you to join with us in recommending that an impartial Professional Engineer at the PennDOT Harrisburg level be assigned to evaluate these projects throughout the TIP process. As you may know, District 6 is the only district in the Commonwealth of Pennsylvania without a certified Professional Engineer (P.E.) at its helm."

RRTS maintains that it is a disservice that PennDOT has assigned a prior Bucks County Commissioner to be District Administrator of this region. It is license for Mr. Warren to conduct himself as a politician without the residents ever getting the opportunity to vote him in or out.

- **Andrew Warren, District Administrator for PennDOT District 6:** At the 4/22/04 regional meeting, Mr. Warren was disingenuous when he characterized Swamp Road as an "18th century stage-coach Indian trail". For most of the 30+ years that the road was restricted to loaded quarry trucks, empty quarry trucks used it, demonstrating that it was truck-worthy. If there are deficiencies that exist on this road, Mr. Warren should be embarrassed rather than brazen, as he has played a part in leaving them unaddressed.

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At a public meeting in Lower Makefield Township in 1999, Mr. Warren said he was "ambushed" by residents complaining about the dangerous truck traffic situation on Lindenhurst Road. He threatened to widen and straighten the road. This is consistent with his obvious mentality of wanting to move the goods and traffic AT ANY COST.

At the December, 2003 regional traffic meeting in Harrisburg, Mr. Warren made a recommendation to compare the cost of improving Stoopville and Lindenhurst Roads to the cost of improving Swamp Road; in total disregard for the more than 7,000 residents who live along the residential route. At the March regional traffic meeting at PennDOT King of Prussia, District 6 opposed using raised pedestrian crosswalks on Lindenhurst Road. We hope that Mr. Hoffman, PennDOT Harrisburg, will keep his commitment to give raised crosswalks another look, as he maintains they have been successful in places near his home.

RRTS does not accept half measures in Traffic Calming along Lindenhurst, Stoopville and Worthington Mill Roads. Failure to implement measures that will maintain capacity while **improving public safety** will result in fatalities. Residents are fearful for their children and themselves who must regularly travel these routes. This is a suburban setting whereby residents generally must travel by car or school bus for most of their daily activities outside the home.

- **DVRPC:** RRTS questions whether this agency can be objective, given that PennDOT District 6 is an integral player there and Mr. Warren has political ties as a result of his previous position as Bucks County Commissioner. In addition, current Bucks County Commissioners, who are members of the DVRPC Board, have a strong influence there.

Last Thursday, the DVRPC Board decided not to take action on a Regional Citizens Committee resolution encouraging rail carriers to submit proposals for moving aggregate from the Swamp Road quarries. It was stated that the Board will work with Bucks County, that there are probably as many FOR using rail as AGAINST using rail, that this would need to be looked at further before the Board would take a position.

It was astounding how swiftly this issue was catapulted back under the umbrella of Bucks County politics. It is now questionable whether we will get unfettered proposals that the region can evaluate. Without a doubt, the Short Line railroads are interested in the business.

- **Newtown Township Board of Supervisors:** In the current TIP round, the Newtown Township Board of Supervisors championed the Stoopville Road Rehabilitation Project that calls for widening and straightening this road (even though the most significant horizontal curves and problem intersection at Linton Hill Road are already being addressed by the developer of the McLaughlin Tract). This project will make the road even more of a speedway for trucks and is consistent with this township's philosophy of piece by piece, slowly but surely, in the guise of making the road "safer", paving the way for a Bypass along the residential route.

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The Newtown Twp. Planning Commission and Board of Supervisors refused to include traffic calming measures in the project description, despite outcries from residents who live along Stoopville Road. (See Exhibit XI, an Eagleton Farms Homeowners Association resolution, and Exhibit XII, letter from a representative of Eagleton Farms to the ^{President of the Board} superintendent of Council Rock School district.)

This Board vehemently opposed PennDOT's posting of the "Suggested Detour Signs". [Newtown Twp.]

A 1988 Newtown Township Traffic Study conducted by the DVRPC maintained that the synchronization of lights on the Newtown Bypass should be Newtown's #1 priority. Even though this project was fully funded at the time, nothing was done until 2002. A closed-loop traffic signal system was finally put into place in response to considerable pressure from RRTS. We hope that we can count on Mr. Warren's assurances that the lights will finally be operating in a timed fashion in Fall 2004 once PennDOT has finished upgrading the intersections at the Newtown Bypass & Buck Road and the Bypass & Route 332.

Many past and current Newtown Township politicians live along Swamp Road and the Newtown Bypass which results in an understandable conflict of interest (see map, Exhibit XIII).

- **Wrightstown Township Board of Supervisors:** This Board has supported the weight restrictions on Swamp Road for over 30 years and vehemently opposed PennDOT Harrisburg's posting of the "Suggested Detour Signs".

Wrightstown Township commissioned Pickering, Corts and Summerson, Inc. to do an engineering study of Swamp Road in 1995. The draft copy of the study is entitled Engineering Study for Safety Improvements to Swamp Road. The findings of this study were never revealed to the public.

The findings of Urban Engineers' May, 2002 Swamp Road Engineering Study, prepared for Newtown and Wrightstown Townships, mirror those from the 1995 study.

The 1995 Wrightstown Township study identified the culvert south of Worthington Mill Road as being in worse condition than the culvert north of Worthington Mill Road, yet the northern culvert was selected for replacement. This resulted in perpetuating the artificial restriction of Swamp Road.

When Mr. Pogonowski states, "When Swamp Road is opened to trucks..." it is misleading. The section of Swamp Road between the quarries and Worthington Mill Road has been opened to all trucks since replacement of the Neshaminy Cliffs culvert in 1998. He should be embarrassed and take responsibility for any deficiencies on this road that have been unaddressed. (Wrightstown Township was aware in 1992, if not before, that PennDOT was moving ahead on the replacement of the Neshaminy Cliffs culvert.)

There is a pressure in the region to upgrade Worthington Mill Road to accommodate the truck traffic, that is, make it more conducive for the trucks to use the residential route rather than the Principal Arterial Highways and PA Traffic Routes in the region.

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This solution is unacceptable to RRTS and undoubtedly would make one question whether our politicians deserve the honor of caring for the health, safety and welfare of the very residents who voted them into office.

In the last few years, Wrightstown Township Supervisors have approved the Miller, Better Materials and Eureka Quarry expansions without conducting Traffic Impact or Environmental Impact Studies.

One Wrightstown Township supervisor lives along PA Traffic Route 232 and another lives across the street from the rail lines at the quarries, resulting in an understandable conflict of interest.

- **Upper Makefield Township Board of Supervisors:** We fully expect Upper Makefield Township to submit written comments OPPOSING traffic calming measures on Lindenhurst Road after hearing Mr. Worden's comments at the 4/22 meeting. This township formally opposed the Lindenhurst Road turnback.

RRTS comment: IT IS TIME FOR ALL TOWNSHIPS TO STOP GAME PLAYING AND POLITICAL JOCKEYING WHEN THE HEALTH, SAFETY AND WELFARE OF RESIDENTS AND TRAVELERS' SAFETY IS WHAT IS AT STAKE. All townships in our region should be pursuing traffic calming measures for all minor collector roads that are affected by high volumes of industrial truck traffic. These measures should be designed to maintain capacity and improve public safety. It is time for governments to do all they can to make the Principal Arterial Highways and PA Traffic Routes in our region function as efficiently and safely as possible and encourage the industrial traffic to use them.

Coalition being formed by Representative Steil

At the 4/22 meeting, Representative Steil announced he is forming a regional coalition to continue dialogue on regional traffic issues and asked each township to send 1-2 members to be part of it.

Given the past misuse of power in the region regarding transportation issues, how can residents be assured that this coalition will not be a continuation of the same?

Pursuing the railroad for hauling aggregate from the Swamp Road quarries

Given the past misuse of power in the region regarding transportation issues, how can this option receive an objective review? It was interesting to hear Mr. Pogonowski express his concern that rail might be used to haul stone 24/7 to western Pennsylvania. He has shown little empathy in the past for residents imploring his Board for help with the dangerous and voluminous quarry truck traffic. This traffic will escalate with the onset of the I-95/ PA Turnpike Interchange Project, a 10-12 year construction project.

As mentioned earlier, the Wrightstown Township Board of Supervisors approved the last Eureka Quarry expansion (and others before that) without even conducting a Traffic Impact or Environmental Impact Studies. One has to question whether this Board is vigilantly protecting self-interest, to the detriment of the citizenry at large.

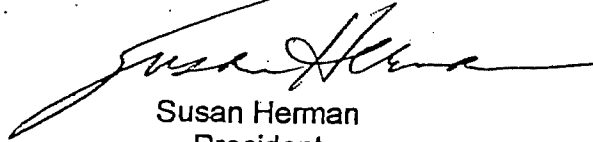
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Thank you again for the opportunity to submit written comment that will be included as testimony for this meeting.

Very truly yours,



Susan Herman
President

- CC: Unites States Congressman, James Greenwood
Governor Ed Rendell
Secretary of Transportation, Allen Biehler
* State Transportation Commission
State Senator, Joe Conti
State Senator, Tommy Tomlinson
State Representative, Scott Petri
Bucks County Commissioner, Charles Martin
Bucks County Commissioner; Michael Fitzpatrick, Esquire
Bucks County Commissioner, Sandra Miller
Executive Director/DVRPC, John Coscia
Andrew Warren; District Administrator, PennDOT District 6
- * DVRPC Board
 - * Regional Transportation Committee
 - * Regional Citizens Committee
 - * Newtown Township Board of Supervisors
 - * Lower Makefield Township Board of Supervisors
 - * Wrightstown Township Board of Supervisors
 - * Upper Makefield Township Board of Supervisors
 - * Northampton Township Board of Supervisors
 - Council Rock School Board President, Susan Vicedomini
 - Council Rock School Superintendent, Timothy Kirby
 - Pennsbury School Board President, Linda Palsky
 - Pennsbury School Superintendent, Ralph Nuzzolo
 - RRTS Membership (mass e-mail)
 - Bucks County Courier Times
 - Yardley News
 - Advance
 - Philadelphia Inquirer
 - * *Robert Grunmeier; Chairman, Bucks County Planning Commission Board*
 - Lynn Bush; Executive Director, Bucks County Planning Commission*
- * *CD's sent to chairman only of the Commission, Board or Committee*

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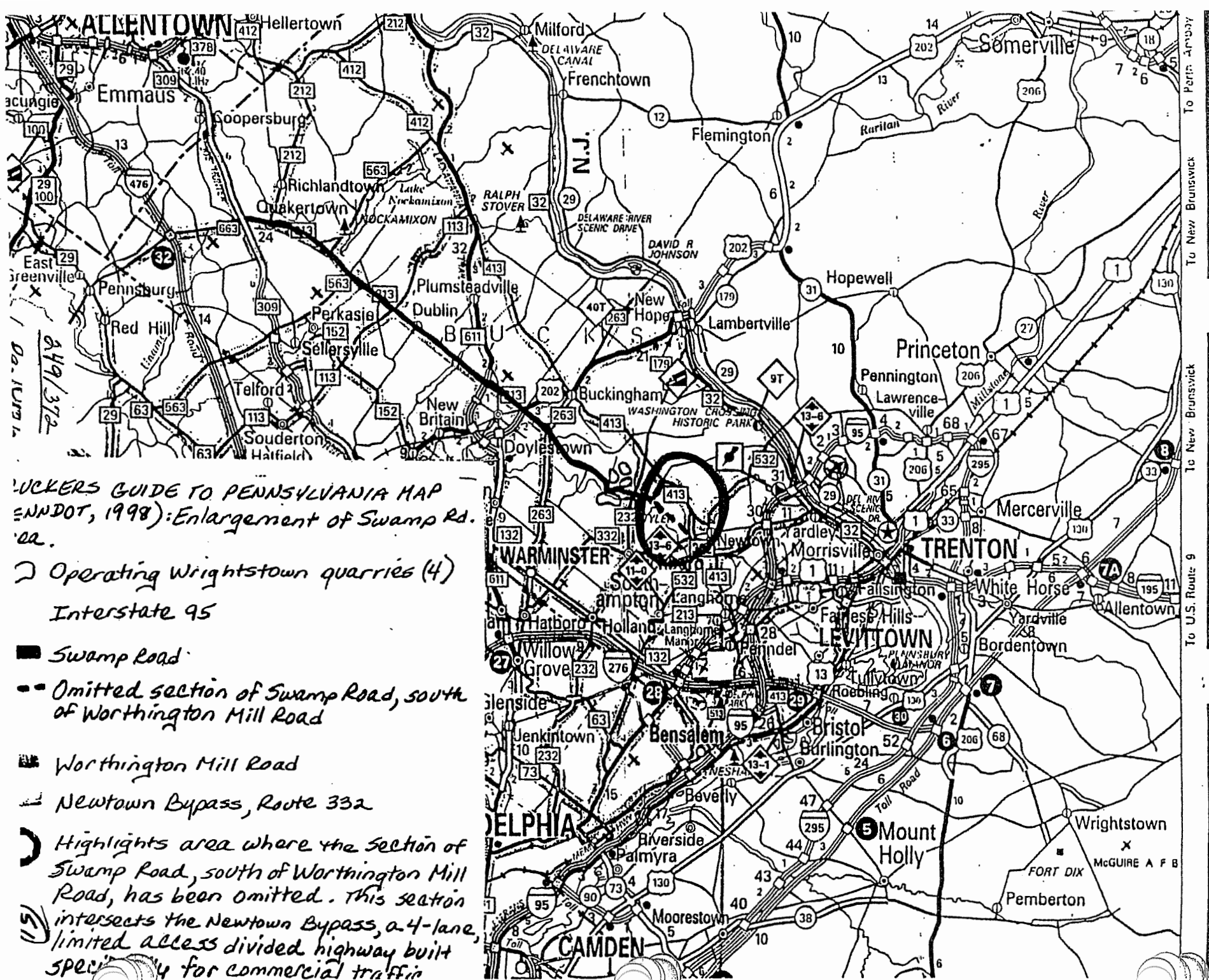
There is a long history of misuse of power, when it comes to traffic planning in our region. Consider these points:

- For over 30 years PennDOT District 6 and local and state officials have manipulated the quarry truck traffic to keep loaded quarry trucks off Swamp Road. This was accomplished through a series of weight restrictions that were systematically placed on culverts along the road. (There are 4 quarries on this Principal Arterial Highway with 100+ years of quarry life remaining. Swamp Road becomes the Newtown Bypass just 3 miles southeast of the quarries).
- The 1998 map entitled *PennDOT's Trucker's Guide to Pennsylvania* does not show Swamp Road between Worthington Mill Road and the Newtown Bypass. RRTS questions how and why Swamp Road (a Principal Arterial Highway that connects I-95 to Doylestown, the county seat) disappears from this map and yet Worthington Mill Road and other minor residential collector roads appear on this map (Exhibit IV). This segment of Swamp Road is also missing on the 1997/98 Official Transportation and Tourism Map distributed by Representative Steil's office. RRTS was later told by PennDOT Harrisburg that this map serves as the base map for all other PennDOT maps. (We understand from PennDOT Harrisburg that the section of Swamp Road between Worthington Mill Road and the Newtown Bypass now appears on the current publications of these maps.)
- RRTS members have worked thousands of hours in their efforts to mitigate the dangerous traffic conditions that have existed on Worthington Mill, Stoopville and Lindenhurst Roads as a direct result of truck traffic being diverted from Swamp Road. They have lobbied Federal and state politicians, the BCPC and the DVRPC in an effort to get funding and implementation of the full Swamp Road improvements recommended by Urban Engineers. It is thanks to residents that full safety improvements will finally be made to Swamp Road in 2008 (timetable per Mr. Hoffman), something that politicians and PennDOT District 6 have neglected to do for over 30 years, despite public outcry over safety concerns on the road.

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TRUCKERS GUIDE TO PENNSYLVANIA MAP (ENDDOT, 1998): Enlargement of Swamp Rd. area.

- ② Operating Wrightstown quarries (4)
- Interstate 95
- Swamp Road
- - - Omitted section of Swamp Road, south of Worthington Mill Road
- ▬ Worthington Mill Road
- ▬ Newtown Bypass, Route 332
- ⑤ Highlights area where the section of Swamp Road, south of Worthington Mill Road, has been omitted. This section intersects the Newtown Bypass, a 4-lane, limited access divided highway built specifically for commercial traffic

TRUCKERS GUIDE TO PENNSYLVANIA
 1998

To New Brunswick
 To New Brunswick
 To U.S. Route 9

By JAMES E. STANTON
COURIER TIMES

As a lawyer representing about half the municipalities in Bucks, state Sen. Joe Conti has a lot of influence.

However, at a town meeting last night, Conti, R-10, conceded that when it comes to local issues, municipal officials hold sway. At issue was the danger the truck traffic is imposing on local roads.

Some in the audience said that the improvement of neighborhood

roads is drawing more truck traffic and presenting a danger to residents.

In particular, the crowd of about 60 cited Stoopville and Wrightstown roads. Besides Newtown Township, residents of Newtown Borough, Wrightstown and Upper Makefield townships were invited to the session held at the township municipal building on Route 413.

"I've had some close calls on those roads, too," Conti told the

crowd, "but I don't have the authority to tell local officials what to do.

"About all I can do is cajole them," said Conti, whose district runs from Tullytown to Bridgeton Township in Upper Bucks.

Conti was responding to several remarks from the audience about local highway safety.

"I'm disgusted with the people [Newtown Township supervisors] who sit at that podium," said Ed Maseda, who lives on Stoopville.

"I'm asking for your support."

Some residents fear that the supervisors' plan to widen Stoopville would turn the road "into another bypass."

Those in the audience contended that quarry truckers are using Stoopville and Wrightstown roads rather than the Newtown Bypass to reach Interstate 95.

Widening the road would make it "quick, fast and dangerous," said a man who did not give his name. "My daughter is going to be waiting for a

school bus [on Stoopville] in a couple years," he said.

Touching on other topics, Conti said gambling legislation "is just a matter to time," adding that a vote could come in May. He noted that gaming proceeds, along with a successful referendum placing more emphasis on income taxes over real estate taxes, would benefit property owners.

Jim Stanton, a freelance writer, can be reached at news@phillyburbs.com.

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Tuesday, April 6, 2004
BUCKS COUNTY COURIER TIMES

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EXHIBIT V

BUCKS COUNTY						
Courier Times						
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BUCKS COUNTY
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LOCAL NEWS

Quarry trucks, air quality at issue

Train transit of rock for the connector project is too costly. Additional air studies also were discussed.

By RICK MARTINEZ
Courier Times
E-mail

This is a story about a choo-choo train that thinks it can move quarried stone from Wrightstown to Lower Bucks.

The operators of the Ivyland-New Hope Railroad told state Rep. Dave Steil, R- 31, that they want the job of taking hundreds of quarry trucks off local roads while the Pennsylvania Turnpike is being linked with Interstate 95.

But this is a modern fairy tale. And instead of everybody living happily ever after, the millions of dollars it would take to build loading stations at the quarries make railroad cars replacing trucks a very unlikely scenario.

"The DVRPC [Delaware Valley Regional Planning Commission] did a small study on trains and said the idea didn't even merit a full study," said Steil. "The economics do not look very good."

March 9, 2001

Lower Makefield residents Sue Herman and Leonard Franckowiak took the news bravely. The two spoke at Friday's Community Economic Impact Review Group on a subject that has been largely absent from years of debate about the turnpike project: the concerns of people living above Route 1.

Herman and Franckowiak asked that Lower and Upper Makefield, Newtown Township, Northampton and Wrightstown be included in the environmental study being conducted by the turnpike commission. Barring that possibility, they want a second environmental study that would include those five townships.

Herman said people in those towns are particularly concerned with trucks moving rock from Wrightstown quarries to concrete factories in Lower Bucks during the 12-year construction period beginning in 2005.

"The movement of all this stone through our streets would be devastating to our way of life," said Herman, who lives off Lindenhurst Road.

Steil, who agreed it is a "real problem," also conceded that there is little that can be done.

Trains are uneconomical. Trucks cannot be barred from state roads because the owners pay taxes. And improving Swamp Road so fully loaded quarry trucks can use it instead of Stoopville and Lindenhurst roads merely shifts the traffic elsewhere, he said.

We need to verify this

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"Our approach is to try and make roads as safe as we can," said Steil, whose district includes Upper and Lower Makefield, Newtown Township and Borough, Yardley and Wrightstown.

The legislator said the situation could be helped by more speed checks - possibly including the first-ever use of radar by local police - and increasing safety checks and weight checks of quarry trucks.

Tell a friend about this story!

Your Friend's Name

Your Friend's E-mail

Your Name

Your E-mail

SEND!

Plus, Stoopville Road will be widened and Swamp Road probably will be straightened and widened. Steil said improvements to the Newtown Bypass would make that highway the most palatable route for trucks - and would avoid local roads.

? *

How do they get there?

Another issue was the possibility of an independent air quality study of the turnpike project area.

In September, the federal Environmental Protection Agency told the Federal Highway Administration that it would be OK to fund the turnpike project because it wouldn't cause any significant increases in air pollution in the Philadelphia area.

That's not to say the project wouldn't result in more vehicles, more emissions, and therefore, more ozone pollution, as Bensalem activist Alex Udowenko pointed out. It is just to say that when the turnpike connector and two dozen other transportation projects in the Philadelphia area are taken together, they will not increase air pollution beyond EPA standards, said Marcia Spink, associate director of the EPA air programs.

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House of Representatives
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

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CAUCUSES

- DELAWARE CANAL STATE PARK CAUCUS
- DELAWARE RIVER CAUCUS

February 23, 2004

Susan Herman, President
RRTS
PO Box 285
Newtown, PA 18940

Subject: Regional Traffic Problems, Reference your letter 6, 2004

Dear Ms. Herman:

Thanks very much for your letter expressing concern about the Stoopville Road Rehabilitation Project. I note that you have not forwarded a copy of this letter to the Boards of Supervisors of the three townships that are most immediately affected by this project, including Newtown Township, Upper Makefield Township and Lower Makefield Township. I am taking the liberty of forwarding your letter to those municipalities. Further, I would note that no resident of Newtown Township has contacted me concerning this project.

As we have discussed many times my efforts are to work toward regional solutions to this traffic issue by bringing the municipalities together to plan traffic routes and do the necessary road improvements that provide safety and security for all residents of the municipalities.

Sincerely,

David J. Steil, State Representative
31st Legislative District

DJS/jld

Terry Fedorchak, Manager, Lower Makefield Township
Robert Pellegrino, Manager, Newtown Township
Richard Gestrich, Manager, Upper Makefield Township

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February 23, 2004
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Congressman James Greenwood
Governor Ed Rendell
Allen Biehler, Secretary of Transportation
Gary Hoffman, Deputy Secretary of Highway Administration
Senator Joe Conti
Senator Tommy Tomlinson
Representative Scott Petri
Charles Martin, Bucks County Commissioner
Michael Fitzpatrick, Bucks County Commissioner
Sandra Miller, Bucks County Commissioner
John Coscia, Executive Director, Delaware Valley Regional Planning Commission
Susan Vicedomini, President, Council Rock School Board
Timothy Kirby, Superintendent, Council Rock School
Linda Palsky, Pennsbury School District
Ralph Nuzzolo, Superintendent, Pennsbury School District

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State Representative David Steil
2 North State Street
Newtown, PA 18940

February 6, 2004

RE: Regional Traffic Problems

- Request to reject the Stoopville Road Rehabilitation Project
- NEAR MISSES/ ROAD RAGE caused by mismanagement of minor residential collector roads

Dear Representative Steil,

As you know, residents have worked thousands of hours in their effort to mitigate the dangerous traffic conditions that exist on Lindenhurst, Stoopville and Worthington Mill Roads (minor residential collector roads with well in excess of 7,000 residents living along them). The dangerous traffic conditions exist due to the failure of PennDOT District 6 and local and state officials to address the functional deficiencies on the principal arterial highways in our region. These parties continue to implement changes step by step that make the minor residential collector roads more conducive for use by commercial, industrial traffic and make the arterial highways in our region less conducive for use by heavy truck traffic. Their actions fly in the face of sound engineering practice and jeopardize the health, safety and welfare of constituents in their charge.

Note that Lindenhurst, Stoopville and Worthington Mill Roads will often be referred to as the "residential route" in this memo, as collectively these residential roads form a 9.7 mile circuitous route that heavy commercial traffic is currently diverted to and encouraged to use.

STOOPVILLE ROAD REHABILITATION PROJECT (Request for you to lobby to reject this project in all forums)

The Bucks County Planning Commission Board recently voted to send the Stoopville Road Rehabilitation Project forward to the Delaware Valley Regional Planning Commission (DVRPC) in the TIP approval process rather than the Traffic Calming TIP Projects submitted for Lindenhurst, Stoopville and Worthington Mill Roads. The selected project will encourage higher volumes of traffic at higher speeds along the residential route, exacerbating an already volatile situation.

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(SA)

The Stoopville Road Rehabilitation Project calls for:

- ... further straightening of this road, even though the most significant horizontal curve and problem intersection is already being addressed by the developer of the McLaughlin Tract. The other gentle curves calm the traffic and elimination of these will make this road a speedway.
- ... further widening of this road. Again, this is in direct opposition to traffic calming measures desperately needed on this minor residential collector road and the other roads on the residential route. A wider road will encourage traffic to go even faster. In 1999/2000 this road was rehabilitated twice at taxpayer cost of over \$1.5 million. In this climate of tight funding, all dollars should be put toward making the principal arterial highways in our region the most effective for handling heavy industrial traffic.

We formally request that you, Representative Petri, Senator Conti, Senator Tomlinson, and the Bucks County Commissioners lobby PennDOT Harrisburg, the State Transportation Commission (STC) and the DVRPC to REJECT the Stoopville Road Rehabilitation Project during the TIP approval process and replace it with Traffic Calming. We request that you champion rejecting this project as part of the regional traffic solution that is being decided in current meetings with PennDOT Harrisburg. As you know, this project is included in Newtown Township's list of traffic priorities to be forwarded to Deputy Secretary Gary Hoffman.

NEAR-MISSES BETWEEN SCHOOL BUSES AND HEAVY INDUSTRIAL TRUCKS

As we have told you, other local and state officials, PennDOT District 6, PennDOT Harrisburg, the STC, the DVRPC, the BCPC and Pennsbury and Council Rock School Districts on numerous occasions, a catastrophe is imminent along this residential route. At a February 2003 meeting in your office, when a fellow resident told you the volume of commercial traffic on Lindenhurst RD was unacceptable, you responded that the accident data didn't support that a serious safety problem exists. Once again, Representative Steil, our grass-roots organization urges you to stop the diversion of heavy trucks onto this residential route BEFORE a busload of kids is killed.

Consider these foreboding incidences, just a sampling of what occurs on a daily basis along this residential route:

January 21, 2004: there was another near-miss between a school bus and a quarry truck along the residential route. It occurred near the entrance of the Rosefield development and was witnessed and heard by residents. It was immediately reported to the bus company and later reported to Council Rock School District.

The bus made a left turn out of Rosefield development and was accelerating on Stoopville RD heading towards Route 532. A speeding quarry truck barreling down Stoopville from Route 413 came up behind the bus, making no attempt to slow down but making good use of the horn. The truck sped by the school bus on the opposing side of the road. It was pure luck that no one was hurt or killed – the loaded quarry truck weighed 73,000 lbs.

December 8, 2003: there was yet another incident on Worthington Mill RD where a loaded quarry truck was unable to stop for a Council Rock bus. The bus was stopped (red lights flashing and stop arm out) at a bus stop at 990 Worthington Mill RD and the driver pulled the stop arm back as the truck came within inches of the bus. Lucky for the school student [who was about to exit the bus and cross Worthington Mill RD] that the bus driver realized the truck wasn't going to stop and refrained from opening the door. This

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incident was reported to the bus company and Council Rock School District. Such incidents occur all too frequently on this road.

September, 2003: The Courier Times (article dated 1/15/04, entitled *Residents want to act before truck tragedy*), wrote about a near-miss between a Council Rock bus and a truck on Wrightstown RD that occurred in September, 2003. A truck traveling towards the bus came over the double yellow line on a curve and took off the side mirror of the school bus. The truck didn't stop. This was reported to Council Rock School District.

September, 2002: a loaded oil tanker on Worthington Mill RD could not stop for a Council Rock bus that was stopped at Estates Court to pick up children. This was reported to Council Rock School District.

September, 2001: a little girl was almost hit by an eighteen wheel truck when crossing Lindenhurst RD to board her school bus at the stop at Trowbridge DR. Public statements regarding this incident were made to the Pennsbury School Board and Lower Makefield Township Board of Supervisors.

April, 1999: I, personally, became involved with this safety issue when a Council Rock bus was almost hit by a loaded quarry truck at the bus stop at Lindenhurst RD and Autumn DR. The truck swerved around the bus onto a front lawn to avoid making contact. Politicians at all levels are well aware of this incident.

ROAD RAGE FOSTERED BY THE DIVERSION OF HEAVY TRUCKS ONTO THE RESIDENTIAL ROUTE

Regarding the January 21, 2004 near-miss mentioned above: The Council Rock Transportation Department told us there were three reports made about this incident. One from the resident who witnessed it, one from the bus driver and one from the trucker involved. The trucker called Council Rock after the incident and reported that he followed the bus to the Newtown Grant bus stop on Hemlock DR and got out and yelled at the bus driver. The trucker did not give his name.

January 19, 2004: A RRTS member was approaching the stop sign at Worthington Mill RD and Route 413 preparing to cross Route 413. An 18-wheeler quarry truck (53' long) was turning left onto Worthington Mill RD. Since the trailer consumed the opposing traffic lane and needed to cross into the RRTS member's lane as well, the truck driver opened his window and cursed at the individual for having not calculated how much room the tractor trailer would need to make the turn. The individual was forced to go on a neighbor's yard to let the truck pass.

Representative Steil, we have been alarmed in the past by your failure to address the ill-functioning Newtown Bypass and your interference in Lower Makefield Township's effort to take back Lindenhurst Road from the State in the interest of public safety. We can only conclude that you are satisfied with 90% of the heavy trucks turning off the Newtown Bypass just ¼ mile from I95 onto Lindenhurst Road, the minor residential collector road at the beginning of the residential route. It is unconscionable that the huge quarry operations on Swamp Road (a principal arterial highway) do not have direct access to the Newtown Bypass (the safest type road in the region for heavy commercial traffic) and that Swamp Road has been artificially restricted to heavy trucks for over 30 years. You have been in the legislature for the past 11 years and have not been capable of mitigating this serious public safety issue. Your modus operandi has been to talk about your concern and then support the status quo by sidetracking any meaningful effort to create a safe traffic environment along the residential route. Instead, you support the interests of a select few to the detriment of the citizenry at large.

In summary, we ask you to REJECT the Stoopville Road Rehabilitation Project in any and all forums and ask you to vigorously pursue funding and immediate implementation of the strictest

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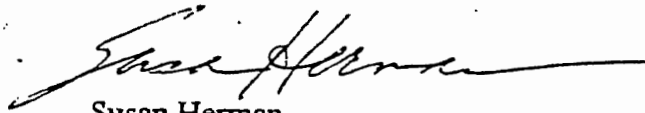
Pg. 18/26

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traffic calming measures along Lindenhurst, Stoopville and Worthington Mill Roads. The dollars to implement traffic calming are minimal, the value of our children's lives, immeasurable.

We implore you to stop sanctioning lining us up like bowling pins just waiting to be struck. It is not too late for you to do the right thing.

Very truly yours,



Susan Herman
President

CC: Unites States Congressman, James Greenwood
Governor Ed Rendell
Secretary of Transportation, Allen Biehler
State Transportation Commission
Deputy Secretary of Highway Administration, Gary Hoffman
State Senator, Joe Conti
State Senator, Tommy Tomlinson
State Representative, Scott Petri
Bucks County Commissioner, Charles Martin
Bucks County Commissioner; Michael Fitzpatrick, Esquire
Bucks County Commissioner, Sandra Miller
Executive Director/DVRPC, John Coscia
DVRPC Board
Regional Transportation Committee
Regional Citizens Committee
Council Rock School Board President, Susan Vicedomini
Council Rock School Superintendent, Timothy Kirby
Pennsbury School Board President, Linda Palsky
Pennsbury School Superintendent, Ralph Nuzzolo
RRTS Membership (mass e-mail)

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DAVID J. STEIL, MEMBER
31ST LEGISLATIVE DISTRICT

2 NORTH STATE STREET
NEWTOWN, PA 18940
PHONE (215) 968-3975
FAX (215) 968-4874

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ROOM 427, IRVIS OFFICE BUILDING
MAIN CAPITOL BUILDING
HARRISBURG, PA 17120-2020
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DJSTEIL@PAHOUSEGOP.COM



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FINANCE
LOCAL GOVERNMENT
STATE GOVERNMENT
LABOR RELATIONS, VICE CHAIR
POLICY COMMITTEE

CAUCUSES

DELAWARE CANAL STATE PARK CAUCUS
DELAWARE RIVER CAUCUS

House of Representatives
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

February 27, 2004

Mr. John Coscia, Executive Director
Delaware Valley Regional Planning Commission
The Bourse Building
111 South Independence Mall East
8th Floor
Philadelphia, PA 19106

Subject: SR 2028, Stoopville Road

Dear Mr. Coscia:

It is my understanding that the Bucks County Planning Commission has forwarded to the Delaware Valley Regional Planning Commission (DVRPC) a request for inclusion in the PennDOT 12-Year Plan of road improvements to Stoopville Road also known as SR 2028 in Newtown Township, Bucks County.

As you know there has been extensive controversy in this general area of Bucks County concerning heavy truck traffic related to the quarries in Wrightstown Township and also originating from quarries in upper Bucks County along with increased truck traffic loads on SR 0413. Much of this traffic uses Stoopville Road and Lindenhurst Road (SR 2069) to reach Interstate 95.

Since the early 1990s I have sought regional solutions to this increasingly complex issue. I continue to believe that only the various municipalities acting in concert will ultimately provide effective traffic management and safety on all of the roads in the region.

After much effort we appear to be moving toward a meeting of elected officials of the five affected municipalities to begin the process of exploring solutions. While I have no specific comments to make on Newtown Township's proposal for Stoopville Road, I do believe that we must consider the outlet of that road. Where Stoopville Road ends, the townships of Lower Makefield and Upper Makefield will be impacted severely by the traffic emanating from Stoopville Road. Therefore, I

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February 27, 2004

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believe that DVRPC should make no decision regarding the improvements until we have had an opportunity to work with all of the impacted townships in developing some form of regional traffic plan. I am confident that Newtown Township will work with its neighbors to ensure that they do not increase traffic loads, reduce safety, or create unmanageable problems as a result of Stoopville Road improvements.

I would appreciate your advice and thoughts regarding this matter.

Sincerely,



David J. Steil, State Representative
31st Legislative District

DJS/jld

- cc: Robert Pelligrino, Manager, Newtown Township
- Richard Gestrich, Manager, Upper Makefield Township
- Terry Fedorchak, Manager Lower Makefield Township
- Lynn Bush, Executive Director, Bucks County Planning Commission
- Representative Scott Petri
- Senator Joe Conti
- Gary Hoffman, Deputy Secretary of Highway Administration
- Andy Warren, District Administrator, District-6
- Representative Rick Geist, Chairman
- House Transportation Committee

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EAGLETON FARMS

RESOLUTION OF
THE BOARD OF TRUSTEES OF THE
EAGLETON FARMS HOMEOWNERS ASSOCIATION

The Eagleton Farms Homeowners Association Board of Trustees,
this 9th day of July, 2003, does,
by a unanimous vote, hereby resolve the following:

WHEREAS this Board has been designated as the representative body of Eagleton Farms, an association of homeowners consisting of Seventy Four (74) homes,

WHEREAS, this community is bordered on its south side by Stoopville Road and on its east side by Eagle Road,

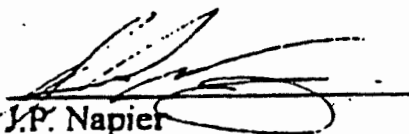
WHEREAS, The Eagleton Farms Homeowners Association (EFHA) has followed the regional traffic issues, which include the increased truck traffic on Stoopville Road, out of concern for the safety of its residents,

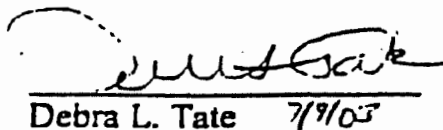
WHEREAS, The EFHA seeks to do that which is in the interest of the safety of our residents first, while understanding the role of a regional plan for long-term development,

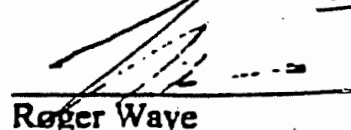
THEREFORE, be it RESOLVED that the Eagleton Farms Homeowners Association Board of Trustees requests the Newtown Township Board of Supervisors, who are elected officials responsible to the citizens who elect them, to direct the township's engineer to conduct a study of potential traffic calming measures for Stoopville Road. This is a matter of long-term public policy and safety deserving discussion and resolution in this public forum at a reasonable time for members of the community to attend and be heard.

FURTHER, be it RESOLVED that the Newtown Township Board of Supervisors should direct that a presentation on the study results be made at a regularly scheduled NTBS meeting within 60 days of this date, with sufficient notice being issued to township residents in advance of this presentation.

Eagleton Farms Homeowners Association Board of Trustees – July 9, 2003


J.P. Napier


Debra L. Tate 7/9/03


Roger Wayne

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Robert C. Gaynor

13 Millers Road
Newtown, PA 18940
(215) 504-5249

Mr. William Burke
Council Rock School Board President
Chancellor Center
30 North Chancellor Street
Newtown, PA 18940

July 14, 2003

RE: Stoopville Road danger to school buses

Dear Mr. Burke:

We are writing this letter to ask for your help and inform you of the danger present to our children (and all school children) who ride on Council Rock school buses and traverse Stoopville Road.

As you are aware, quarry trucks and other large commercial trucks and trailers use Stoopville Road as a "short-cut" from I-95 to quarries and businesses to the north of Newtown. As residents living in a sub-division off of Stoopville Road, we constantly drive along (and cross) Stoopville Road daily. We see, first hand, the inability of these trucks to remain in their travelling lanes and fully stop at intersections. Often, these quarry trucks do not even slow down at signed intersections or red traffic lights. These loaded trucks, which weigh 80,000 pounds, have had numerous near-misses with traffic on Stoopville Road. For example, on Friday before Thanksgiving, 2002, at a foggy 8:12 A.M., a quarry truck blew through the Stoopville-Eagle Roads intersection without slowing down. Fortunately, the quick action of a Newtown resident driver at that intersection prevented her from being flattened by this behemoth. Imagine the damage such an incident would have done if school had been in session and a bus had been at that intersection instead of a small car!

A crash with one of these trucks will, more often than not, result in *death*. We can all remember the truck that ran into the bank in Newtown, killing one woman and permanently debilitating another. We believe that the current situation on Stoopville Road is an accident waiting to happen and are alarmed that under the guise of safety, many have supported/proposed the widening and straightening of this residential road that trucks are diverted to. This has actually resulted in even more truck traffic traveling at higher speeds and is clearly not the answer.

The Eagleton Farms Homeowners Association passed a Resolution (dated July 9, 2003) which was presented to the Newtown Township Board of Supervisors at their Board meeting on July 9, 2003 (Resolution attached). This Resolution asks the Newtown Township Supervisors to direct the township engineer to determine what traffic calming measures can be employed to make Stoopville Road safer and to present his findings to residents at a Board of Supervisors meeting within 60 days.

We respectfully request that the Council Rock School Board urge the Supervisors to make a motion to act on this resolution and fast-track review and implementation of traffic calming

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measures along Stoopville Road. It is our hope that the Supervisors will make such a motion at the next Board of Supervisors meeting on July 23, 2003. Any correspondence you can initiate in support of this action would be greatly appreciated and key to getting our children out of harm's way when traveling in buses on this road.

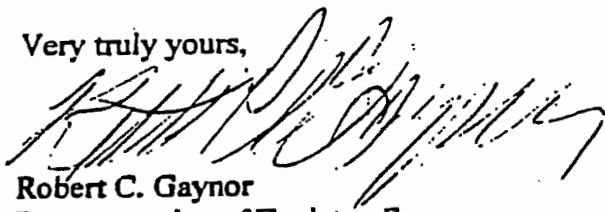
Since your School Board has the ultimate responsibility of protecting the safety of its students, we also appeal to you, as an advocate for your students' safety, to go on record in a letter to Deputy Secretary of Transportation, Gary Hoffman, in which you make your concerns known about the dangerous traffic condition along Stoopville Road.*

We understand that you have made your traffic concerns known to Mr. Hoffman about another road in the Council Rock district (Worthington Mill Road). As PennDOT is interested in the position of the school district where safety is concerned, we believe that your input on the Stoopville Road dangers would have a positive impact on protecting the health, safety and welfare of our children.

We hope that you (as we, and all other parents) find this serious safety issue one that has been ignored for too long. Please do not hesitate to contact me should you have any questions.

Thank you for your time and consideration.

Very truly yours,



Robert C. Gaynor
Representative of Eagleton Farms

* Mr. Gary Hoffman, P.E.
Deputy Secretary for Highway Administration
P.O. Box 3541
Keystone Building
Harrisburg, PA 17105-3541

CC: Dr. Timothy Kirby; Superintendent, Council Rock School District
Jack Pinheiro; Council Rock Supervisor of Pupil Transportation

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RESOLUTION OF
THE BOARD OF TRUSTEES OF THE
EAGLETON FARMS HOMEOWNERS ASSOCIATION

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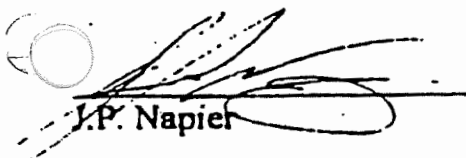
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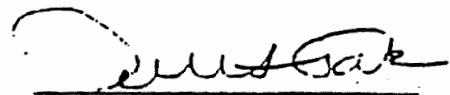
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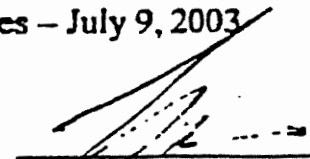
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Eagleton Farms Homeowners Association Board of Trustees – July 9, 2003


J.P. Napier


Debra L. Tate 7/9/03


Roger Wayne

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TRAFFIC FLOW MAP

HEAVY COMMERCIAL TRUCKS TO I-95 NORTH/SOUTH

SCALE 1/4" = 1 mile



DEC. 2000

Legend



= Operat
May

4 Lane,
Divided
#,
ypass video



= Residence of current/previous Newtown
or Wrightstown Twp. Supervisor &
current and previous home of PennDOT
District Administrator



Access Points

□ Worthington Mill Rd

To Rt. 413 To

Stoopville Rd to

Lindenhurst Rd to

Bypass - 155 points of access

□ Swamp Rd @ Worthington Mill Rd

to Bypass 16 points of access



Miles of Travel Comparison

From the Swamp Road quarries to the Newtown Bypass (4-lane, divided highway)

□ Via Swamp Road (turns into the Bypass)- 3.5 miles (no turns)

□ Swamp Road to Worthington Mill Road to Rt. 413 to Stoopville Road to Lindenhurst Road to the Bypass.- 9.7 miles (6 turns)

□ Second Street Pike to Newtown- Richboro Road to the Bypass- 6 miles (3 turns)

□ Swamp Road to Worthington Mill Road to Rt. 413 to the Bypass- 5.8 miles (4 turns)

Exhibit XIII
Pg 26/26

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**ORRIDOR
SYSTEM**

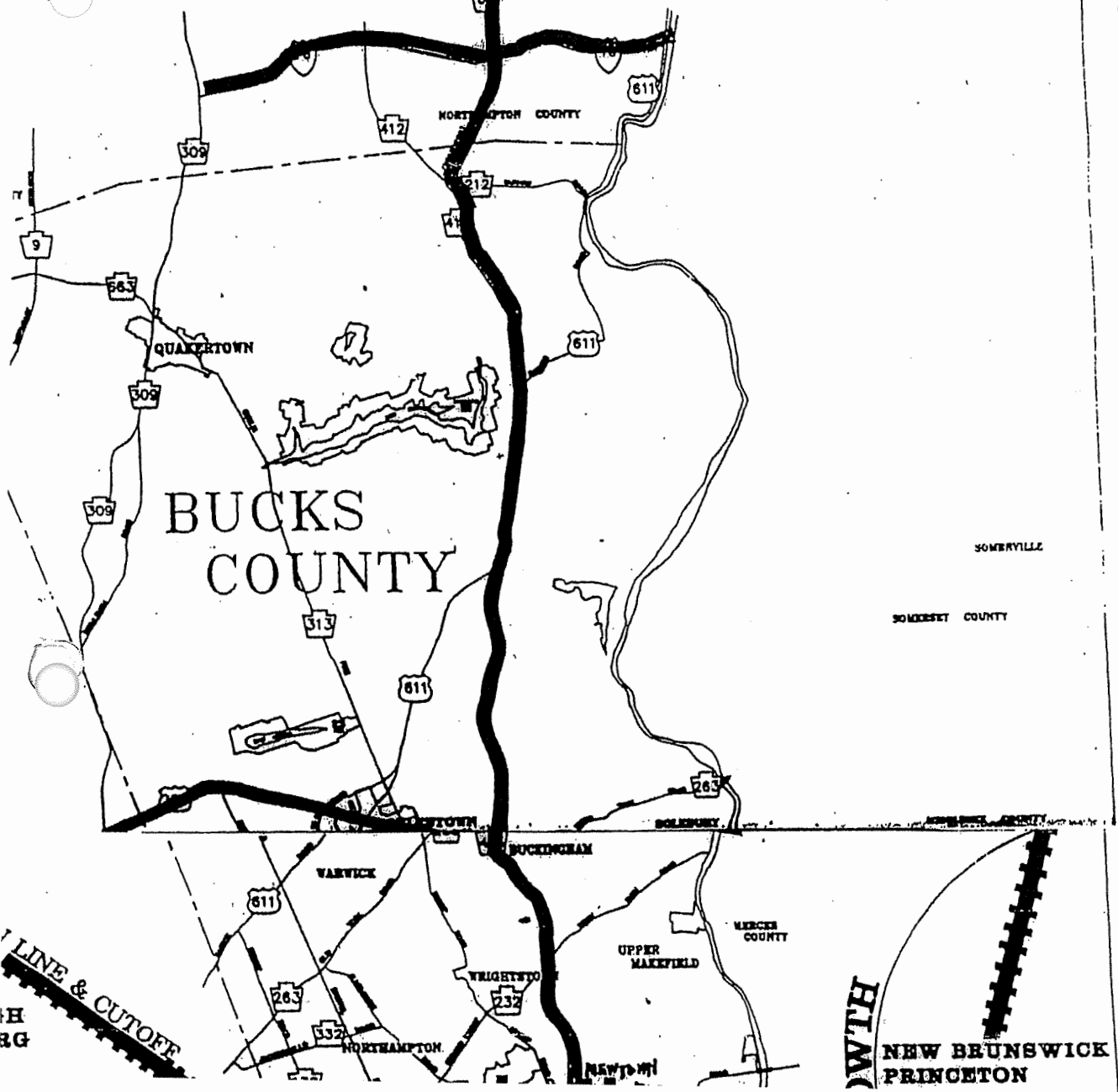
**SCRANTON-WILKESBARRE
ALLENTOWN
BETHLEHEM
EASTON**

GROWTH

Exhibit II

EX. B1 (pg. 1/5)

*Attach. IV
(pg. 1/5)*



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Ex. III
pg. 1/2

DVRPC CONGESTION MANAGEMENT PROCESS

LIMITING TRAFFIC CONGESTION AND ACHIEVING REGIONAL GOALS

Attachment IV
(pg. 2/5)

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

WHAT IS A CMP?



A CMP is a systematic process for managing congestion that provides information on transportation system performance. It recommends

a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The CMP advances the goals of the DVRPC Long Range Plan and strengthens the connection between the Plan and the Transportation Improvement Program (TIP).

The CMP, as included in current federal transportation regulations, enhances the existing concept of a Congestion Management System (CMS) with emphasis on being an ongoing cycle and other refinements. It identifies congested corridors and multimodal strategies to mitigate the congestion. Where more single-occupancy vehicle capacity is appropriate, the CMP includes supplemental strategies to reduce travel demand and get the most value from the investment. It completes its cycle evaluating the effectiveness of transportation improvements, coordinating with other planning processes, and providing updated analysis of the performance of the transportation system as it goes back around.

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HOW DOES THE CMP HELP THE DELAWARE VALLEY?

The CMP improves connections in transportation planning that will help with transportation connections in the real world.

The benefits of an ongoing CMP include:

- More focused use of limited federal transportation funds where they can do the most to help the region meet its goals
- Enhanced use of each mode of transportation for what it does well, improved connections among modes, and between transportation, land use, economic development, and environmental planning
- Ways of encouraging a wide range of stakeholders to participate and coordinate including data, guidance on helping projects conform to the CMP, priority for conforming projects in the TIP and LRP update processes, help keeping track of progress, and opportunity for stakeholders' studies to be more widely used
- A program for regular monitoring and evaluation of system performance
- Technical resources useful for a range of projects, such as ongoing analysis of the effectiveness of strategies
- CMP is required by federal regulation

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~~Ex III (pg 3/5)~~
 Ex III
 pg 2/2

EMERGING CORRIDORS

Attachment IV
 (pg. 3/5)



EMERGING / REGIONAL CORRIDORS

SUBCORRIDOR TYPES

INTERSTATES

FREEWAY; FREEWAY FUNCTION; INDUSTRIAL

DEVELOPED SUBCORRIDORS

GRID

SUBURBAN NETWORK

DEVELOPED ARTERIAL; MAIN STREET

DEVELOPING SUBCORRIDORS

SUBURBAN SECONDARY

DEVELOPING ARTERIAL; LIGHTLY DEVELOPED

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~~Exhibit IV (pg. 4/5)~~

TRANSPORTATION

Exhibit ~~IV~~ IV

(pg. 1 of 2)

Attachment IV (pg. 4/5)

NEWTOWN TOWNSHIP TRAFFIC STUDY



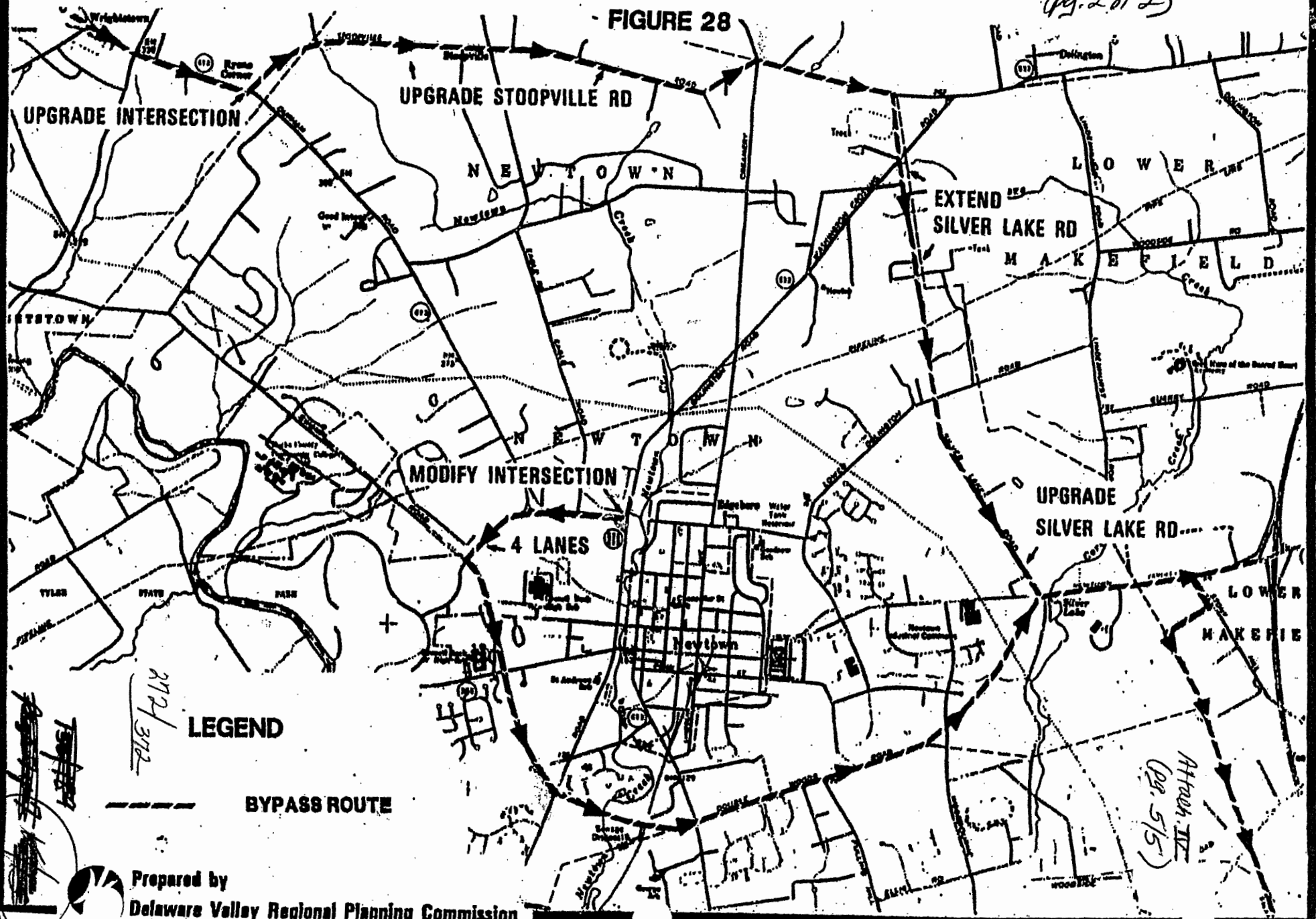
DVVRPC

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YEAR 2000 HIGHWAY NETWORK NORTHERN BYPASS SCENARIO

Exhibit ~~III~~ IV
(pg. 2 of 2)

FIGURE 28



LEGEND

BYPASS ROUTE

Prepared by
Delaware Valley Regional Planning Commission

Attach. II
(pg. 5/5)

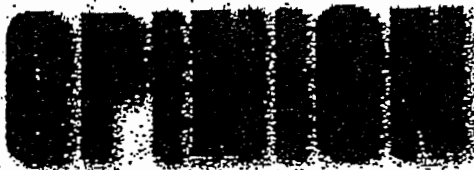
61 Pa. C.N.C.

Handwritten signature/initials

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Our mission is to provide news, information and services to enable our communities to prosper.

Monday, May 12, 2008

Don't scoff at better, modern roundabouts

As the facilitator and traffic engineer respectively for the Bucks County Regional Traffic Planning Task Force (RTPTF) and associated study (led by the Delaware Valley Regional Planning Commission), we would like comment and address issues raised in the April 5, "Thumbs Down" on traffic roundabouts. It is regrettable this piece summarily dismissed a viable traffic control alternative without educating the readers enough to form their own logical conclusion.

As part of the study's evaluation of 70 miles of roadway in different municipalities, intersections and areas with traffic issues were presented with recommended solutions for consideration and implementation. Intersections other than Stoopville Road/PA 532 (Washington Crossing Road) and locations other than roundabouts were discussed. The RTPTF has dismissed a roundabout at this location for the same reasons it was recommended: the unique geometric and traffic conditions in an area poised for growth and change.

Modern roundabouts are quite different from the traffic circles known to many in the tri-state area. Developed successfully in Europe for decades, their diameters are much smaller, requiring lower entry speeds by vehicles that must yield to vehicles already in the roundabout. These reduced speeds, combined with significantly fewer conflict points (left turns are eliminated), result in higher motorist and pedestrian safety.

In fact, an average of 40 percent of total crashes and up to 90 percent of fatal crashes can be saved when compared to a conventional signal-controlled intersection in the same location. Overall traffic delays can be reduced up to 75 percent, saving time for everyone and reducing related fuel consumption and vehicle emissions. Traffic signal installation and ongoing maintenance cost savings result as well.

We will not argue with the fact that their use in Bucks County has been limited to date. However, the same skepticism encountered here was experienced in those locations and others across the Commonwealth. Upon opening, studies show that the learning curve for their use is relatively short and customer satisfaction is high in a short period of time. In fact, this was the experience at the successful Richland Township roundabout at Station Road and Old Bethlehem Pike. Selective applications of modern roundabouts are and should be considered, after weighing the costs and benefits of all viable solutions of course.

Simply put, categorical dismissal of roundabouts due solely to an inaccurate comparison with traffic circles developed at the middle of the last century could prematurely eliminate an alternative traffic control measure that will save time, money and potentially lives.

State Rep. David J. Steff
Joseph (Jay) Roth III, PE

- THE BUCKS COUNTY COURIER TIMES**
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- Michael Scottley
COO, print division
 - Dale Larson
vice president, publisher
 - Shirley G. Ellis
vice president
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vice president
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5/15

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2 NORTH STATE STREET
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M 427, SOUTH OFFICE BUILDING
MAIN CAPITOL BUILDING
HARRISBURG, PA 17120-2020
PHONE (717) 772-5398



House of Representatives
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

Attachment VI
LOCAL GOVERNMENT
STATE GOVERNMENT
INTERGOVERNMENTAL AFFAIRS:
CHAIRMAN/SUBCOMMITTEE ON
FEDERAL/STATE RELATIONS
LABOR RELATIONS
POLICY COMMITTEE

CAUCUSES
DELAWARE CANAL STATE PARK CAUCUS
DELAWARE RIVER CAUCUS

June 20, 2002

Ms. Susan Herman, President
RRTS
PO Box 285
Newtown, PA 18940

SUBJECT: Your letter May 28, 2002

Dear Susan:

Although your letter is an amalgam of various written and verbal communications we have had over several years, I will try and respond in a way that reflects current thinking. Not all of the issues as you have described them are necessarily related in a sequential context. I will try to respond in the same order as your paragraph numbers one through five and to the questions apparently raised within those paragraphs.

1. The statement "quarry trucks and college students don't mix" was not my comment, but rather I was passing along the comments made by two separate quarry owners in our visits to them in 1999 and 2000. What they were saying, I believe, is that for the 20-25 percent of trucks which they control that they won't necessarily send those trucks by way of Swamp Road when it is open to truck traffic especially during the periods of day when students are entering and exiting the community college.

It is my position that Swamp Road and its safety improvements should be done as an integrated project. While the project and its various entities may be phased, we must be assured that the safety issues are addressed within a known timeframe and with a funding and construction commitment. That is my opinion regardless of PennDOT's statement.

You have suggested that I recommended tripling the budget figure for this project to some \$23 million. I don't know where that information came from because I never made such a recommendation. There were conversations between myself and other parties including the municipalities and the Planning Commission where we developed some worst case scenarios about the cost of the Swamp Road corridor project. I recall those figures being in the \$18-\$23 million range, but they were nothing more than estimates and were never intended to be the value of the project for the TIP submission. These discussions were simply to ensure that we did not underestimate the cost of the project. That can be devastating in eventually completing the work. Further, we did not have any information from Urban Engineers at the time these discussions were had.

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2. In this paragraph you indicate that I have provided "continued active support" for the Stoopville Road improvements. I don't know where that conclusion is drawn from. No recommendation has come from my office, no written communications have been made, no cost estimates prepared, and no suggestion for inclusion in the 12-Year Transportation Plan has been made by me. It is true that certain residents and the Board of Supervisors in Newtown Township have kept me aware of the project. In general, I believe that road improvements must be planned as part of the overall transportation plan of any community experiencing significant growth. I would disagree with your characterization of Stoopville Road as "a residential route" and a later reference as it being a "minor residential collector road. It is neither of those, it is a state highway. It is clearly an arterial route, routing traffic flows over four municipalities. Again, that is my opinion.
3. I disagree completely with your statement that truck traffic has been artificially directed toward our neighborhoods for over 30 years. First of all your neighborhoods did not exist 30 years ago. Secondly, all of these roads had been state highways for 30 years and they are open to use by any properly licensed and registered vehicle. There has been no artificial diversion of traffic from one route to another, except that the closure of Swamp Road due to weight restrictions has prevented use of that route.
4. The pressure or lobbying efforts came from the people who live in Wrightstown and also included residents of Newtown Township.
5. First, we have been unable to confirm that PennDOT has any plans to further weight restrict the culverts on Swamp Road. Although that is always a possibility, it is not a current issue. We will continue to address Swamp Road by encouraging its inclusion and funding in the first four years of the 12-Year Plan.

We hope that this addresses your concerns and if you have any questions please advise.

Sincerely,



David J. Steil, State Representative
31st Legislative District

DJS/jld

275/372

R.R.T.S.

(pg. 3 of 4)

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

State Representative David Steil
2 N. State St.
Newtown, PA 18940

May 28, 2002

Dear Representative Steil,

We appreciated your meeting with us on May 15, 2002 to discuss the serious public safety issue perpetuated by the continued restriction of Swamp Road. We would like to clarify several key points made during the meeting.

- 1.) You said you have never had a problem doing the Swamp Rd. Corridor Improvement Project and that you encouraged Lynn Bush and the DVRPC to put all parts of the project in the first four years of the Twelve Year Plan, however, on several occasions you have publicly stated that quarry trucks and college students don't mix. We understand and share your concern regarding the community college students, and we are concerned with the safety of all travelers in our region. As you know, our traffic engineer has said that one benefit of a large concentration of vehicles (like at the college) is "Expectancy." A driver will expect that a vehicle may be entering or exiting the college and act accordingly. "Expectancy" does not apply to the 9.7 mile residential route that trucks are being diverted to, as there are 155 access points along this route, most of which are residential driveways. Is your position that the opening of Swamp Road should be delayed until all improvements are made to the roadway, in spite of PENNDOT's statement that there is no basis for restricting trucks from using the road (Feb., 2000 Newtown/ Lower Makefield Township Truck Restriction Study)?

Also, you recommended nearly tripling the budget figure for this project when it was submitted to the Bucks County Planning Commission Board for consideration for the 2001 Bucks County Transportation Improvement Program. See Attachment I, 12/03/01 memo from Susan Herman to you, and Attachment II, 11/23/01 memo from Susan Herman to Susanne McKeon, which address the \$23+ Million figure that you recommended be budgeted for this project. Urban Engineers estimated project cost at \$8.8 Million after completing a \$100,000 engineering study. In this era of budget constraints, it seems likely that such a price tag (\$23+ Million) would have resulted in the project not making the TIP.

- 2.) You minimized the seriousness of the safety issue that has resulted from the continued diversion of heavy trucks away from the Newtown Bypass onto longer routes through residential neighborhoods. This is underscored by your continued active support for widening Stoopville Rd. to 12' lanes and 4' shoulders, which will encourage higher volumes of traffic at greater speeds through our residential neighborhoods. Now Newtown Township wants to acquire an 80' right-of-way at the Toll Brothers project. Encouraging heavy trucks to use this residential route rather than the Newtown Bypass (a four-lane, limited access divided highway) is unconscionable. We are dismayed that you are promoting widening this minor residential collector road rather than promoting traffic calming measures for it.

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- 3.) You stated that you don't feel one route is better than another for heavy trucks. As you know, the Newtown Bypass is the safest road for heavy vehicles. That is what it was designed for. According to the Institute for Transportation Engineers, "Control of access is among the most influential geometric aspects affecting crash frequency on the highway system." Also, your statement, "I'm not going to artificially direct traffic one way or another" seems to contradict some of the history related above. As you know, we have had the truck traffic artificially directed toward our neighborhoods for over 30 years. Is it your position that truck traffic should continue to be diverted or are you now in favor of opening up the most direct route to the Newtown Bypass, the safest road in the region for heavy trucks?
- 4.) We found it interesting when you said there was a lot of pressure to have supervisors look at other culverts on Swamp Rd. when the bridge north of Worthington Mill Rd. was replaced. From where did this pressure come? Also, we appreciated your candor when you said that there was a lot of pressure from Swamp Rd. people not to improve the road (after the 1995 study).
- 5.) We expressed our concern that Andrew Warren told a group of residents at a meeting in his office on March 20, 2002 that the weight limit on the weight-restricted culvert is about to be lowered. The result will be that no quarry trucks may use the Newtown segment of Swamp Rd. to access the Bypass and I-95. This will exacerbate an already volatile situation. How do you plan to address this issue?

We look forward to getting a copy of the letter you are writing to the State Transportation Commission. You advised us that it is to state:

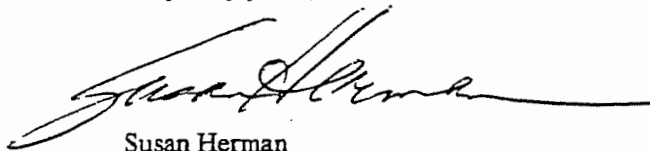
Your support for construction of TIP B11, the Swamp Road Corridor Improvement Project, to be completed within the first four years of the Twelve Year Plan and your support for funds to be allocated to complete construction of TIP B11 within the first four years of the Twelve Year Plan. It will also state your position that it is unacceptable to weight restrict the culvert at the west entrance to BCCC in the event that the culvert just south of Worthington Mill Rd. is replaced.

We noted your statement that, "We can phase the safety program - probably won't get all funding at the same time. That's okay."

We also appreciate your commitment to talk to Senator Joe Conti and suggest that he may want to consider sending a letter, as well, in support of opening Swamp Road. We look forward to receiving a copy of the letter you are writing to the State Transportation Commission and look forward to your response to the questions raised in this letter.

Thank you for your time and consideration.

Very truly yours,



Susan Herman
President
R.R.T.S.

277/372

Public comment made by Sue Herman at the 4/13/05 Newtown Township Board of Supervisors meeting

Residents were shocked to learn on March 31, 2005 that the Delaware Valley Regional Planning Commission (DVRPC) will be doing the Regional Traffic Study for Representative Steil's Traffic Task Force.

The Task Force promised one thing and delivered another. The minutes from the January Task Force meeting stated that PennDOT Harrisburg would use Gannett Flemming to do the Regional Traffic Study. Residents liked this, as Gannett Fleming's main office is located outside our region. It seemed this would provide objectivity- much needed, since for over thirty years there's been a history of municipalities manipulating truck traffic within our region.

Residents felt extremely disrespected at the March Task Force meeting, for without any explanation that the consultant had been changed, Representative Steil introduced a DVRPC staff member and asked him to explain how the agency would conduct the Study.

As you know, the DVRPC did a Newtown Township Traffic Study in 1988. Here's page number 61 from the study, a map entitled "Year 2000 Highway Network-Northern Bypass Scenario". The red path is the "Northern Bypass". It's comprised of Worthington Mill Road, an upgraded intersection at Route 413 & Stoopville Road, upgraded Stoopville Road, extended Silver Lake Road, and upgraded Silver Lake Road leading out to the existing Newtown Bypass.

The more than 9,000 residents who live along this residential route [route where Northern Bypass is depicted] hope the DVRPC will not revisit the "Northern Bypass Scenario" when doing the current Regional Traffic Study. It's time for the "Northern Bypass" to be officially rejected, once and for all, by all state, regional, county and municipal players. It's time for all officials, agencies and PennDOT to acknowledge that commercial traffic is best suited for the higher level roads in our region. These are PA Traffic Routes 413, 232, 332, the Newtown Bypass and principal arterial highway-Swamp Road, the location of the four industrial Wrightstown quarries.

It's time to get the ill-functioning Newtown Bypass and neglected arterial highways in the region functioning optimally, so they can handle today's traffic, as well as, tomorrow's [traffic]. These are the roads intended to carry commercial traffic [per the municipalities' Comprehensive Master Plans]. It's time to make good on intentions.

Attachment VIII (86 page document)



DVRPC

MEMORANDUM

Delaware Valley Regional Planning Commission

190 N. INDEPENDENCE MALL WEST ▶ 8TH FLOOR ▶ PHILADELPHIA, PA 19106-1520 ▶ PHONE: 215.592.1800 ▶ FAX: 215.592.9125 ▶ WWW.DVRPC.ORG

MEMORANDUM

Date: January 11, 2008

To: Terry Fedorchak, Manager - Lower Makefield (three copies);
 Mark Craig, Councilman - Newtown Borough (two copies);
 Joe Czajkowski, Manager - Newtown Township (three copies);
 Bob Pellegrino, Manager - Northampton (three copies);
 Dave Nyman, Interim Manager - Upper Makefield (three copies);
 Eileen Bradley, Administrator - Wrightstown (two copies);
 William Winslade, Acting Manager - Yardley Borough (three copies)

From: Jerry Coyne (direct phone = 215.238.2850; email = jcoyne@dvrpc.org)

Subject: Addendum to the Bucks County Regional Traffic Study Final Report (October 2007) - Copies of Municipal / Task Force Correspondence

Attached please find an Addendum containing copies of all Municipal and Task Force related Bucks County Regional Traffic Study correspondence received or issued after the release of the draft report (7/31/2007) through the completion of the Final Report and the last Regional Traffic Planning Task Force meeting (10/29/2007). This Addendum to the Final Report is being made available to those who received a hard copy of the Final Report (dated: October 2007).

Because of municipal elections and possible board reorganizations, I am sending you (as staff to the RTPTF members) pre-punched sets of these letters, etc. (in quantities equal to the number of hard copy final reports provided to your municipality). A copy of this cover memo is provided with each enclosed Addendum. Please distribute copies to the appropriate elected individuals who will continue to be, or will become the new RTPTF members. The pre-punched enclosure is intended for addition to the Final Report binder.

A listing of the municipal representatives previously serving on the RTPTF (i.e., up to the 10/29/07 meeting) is provided as an attachment to this memo. The extra copy of the enclosed addendum package is for your binder / records.

As was also requested of staff, an electronic version of the enclosure will be available via a link from the project website's (www.BucksCountyRegionalTrafficStudy.org) Home page.

Attachment and enclosure
Over for additional distribution

(86 pages long when blank pages were removed)

* Note: This Addendum was downloaded from the website www.BucksCountyRegionalTrafficStudy.org. The entire downloaded document is 95 pages long.

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1/86

cc: (memo, attachment and enclosure)

Mr. David Steil, PA House of Representatives

Mr. Scott Petri, PA House of Representatives

Mr. Louis Belmonte, PennDOT (two copies)

Mr. Francis Hanney, PennDOT

Mr. William Laubach, PennDOT

Mr. Richard Guinan, PA DCED (reference DCED Grant – Contract No. C000018880)

Mr. Richard Brahler, Bucks County Planning Commission

Mr. Jay Roth, Jacobs Edwards and Kelcey

Mr. Stanley Niemczak, Jacobs Edwards and Kelcey

Ms. Rachel Smith, Jacobs Edwards and Kelcey

Ms. Karen Jehanian, KMJ Consulting, Inc.

Mr. Barry Seymour, DVRPC

Mr. Donald Shanis, DVRPC

Ms. Candy Snyder, DVRPC

Mr. Richard Bickel, DVRPC

Mr. John Ward, DVRPC

Ms. Eileen Gallagher, DVRPC

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Appendix A

Regional Traffic Planning Task Force & Project Team Members

Regional Traffic Planning Task Force Membership

Greg Caiola, Supervisor – Lower Makefield Township
Ronald Smith, Supervisor – Lower Makefield Township

Mark Craig, Council Member – Newtown Borough

Anne Goren, Supervisor – Newtown Township
Jerry Schenkman, Supervisor – Newtown Township

Vince Deon, Supervisor – Northampton Township
Peter Palestina, Supervisor – Northampton Township

Daniel Rattigan, Supervisor – Upper Makefield Township
Robert West, Supervisor – Upper Makefield Township

Jane Magne, Supervisor – Wrightstown Township

Chris Harding, Council Member – Yardley Borough
Joe Hunter, Council Member – Yardley Borough

David Steil, Member – PA House of Representatives (31st District)

Scott Petri, Member – PA House of Representatives (178th District)

Project Management / Technical Team

Donald Shanis, Deputy Executive Director – DVRPC
Jerry Coyne, Manager, Office of Transportation Studies – DVRPC

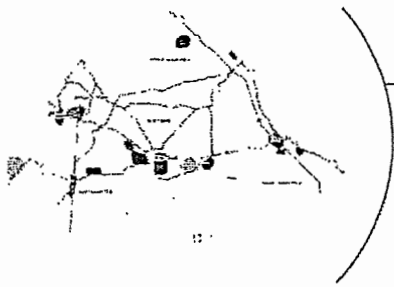
Louis Belmonte, District Traffic Engineer – PennDOT District 6-0 Office
Francis Hanney, Assistant District Traffic Engineer – PennDOT District 6-0 Office

William Laubach, Manager, Bureau of Highway Safety and Traffic Engineering – PennDOT Central Office

Richard Brahler, Senior Transportation Planner – Bucks County Planning Commission

Joseph (Jay) Roth, Principal-in-Charge – Jacobs Edwards and Kelcey
Stanley Niemczak, Project Manager – Jacobs Edwards and Kelcey
Rachel Smith, Traffic / ITS Specialist – Jacobs Edwards and Kelcey

Karen Jehanian, President – KMJ Consulting, Inc.



Bucks County Regional Traffic Study



Lower Makefield Township / Newtown Borough
Newtown Township / Northampton Township
Upper Makefield Township / Wrightstown Township / Yardley Borough

Addendum to Final Report

Copies of

Municipal / Regional Traffic Planning Task Force

Correspondence

(Received / Issued between

July 31, 2007 and October 29, 2007)



DELAWARE VALLEY REGIONAL PLANNING COMMISSION
www.buckscountyregionaltrafficstudy.org

282/372

January 2008



4/86

Coyne, Jerry

From: Jane Magne [jmagne@verizon.net]
Sent: Monday, September 17, 2007 11:29 AM
To: Coyne, Jerry
Subject: Re: MEETING REMINDER! Bucks County Regional Traffic Study: Public Open House #3 -
 Regional Traffic Planning Task Force Members

Dear Jerry,

Here are my comments to date on the Bucks County Regional Traffic Study draft report with respect to statements concerning Wrightstown Township.

On page 5-25 the suggested long-term improvement to the intersection of Durham Road and Second Street Pike is just plain silly (sorry I cannot express it more diplomatically). The roadways suggested around the CVS (Old Anchor Inn site) and the Anchor Crossing Shopping Center are simply not feasible. However, we have had a suggestion in the past for an elongated roundabout at this intersection. Even this may not be feasible but perhaps the idea could be entertained. Certainly both the northbound and southbound lanes of Second Street Pike could definitely benefit from left hand turning lanes. Tuning lanes are not as critical on Durham Road, but through traffic does pass turning vehicles on the right if there is stacking at the intersection.

The village of Penn's Park along Second Street Pike was not suggested for traffic calming and definitely should be. The fast-moving traffic tends to ignore the fact that this is a dense residential area. It is one of the oldest historic villages in the County and with Rt. 232 dividing it, it has a much more difficult time retaining its historic character than even historic Wycombe where traffic calming measures are suggested.

On page 5-42 a proposed improvement in Penn's Park would be to fill in the swales although it does not mention how. The most effective way would be to pipe the water on the east side of the road where the ditches are the deepest and most treacherous.

On page 5-55 a suggested improvement is to construct shoulders on Washington Avenue and Cherry Lane. This is not something that is necessary. On Cherry Lane especially this would eliminate almost all of the trees along the road which gives the appearance of an alley which in turn slows down drivers. This is also a major quality of life issue because the trees buffer the houses from the noise of the roadway. In addition, Cherry Lane and Washington Avenue are not where accidents are occurring and the traffic volume is very low. Instead, traffic dollars would be much better spent on Mill Creek improvements.

On page 5-8 Rush Valley Quarry in Rushland is still active.

Regards, Jane Magne

Coyne, Jerry wrote:

Dear Ladies and Gentlemen of the Regional Traffic Planning Task Force (and their staff):

FYI...

283/372

10/11/2007

5/86

- Our third **Public Open House** meeting has been scheduled for September 20, 2007 between 6:00 PM and 9:00 PM in the multi-purpose room / cafeteria of the Richboro Elementary School. The attached meeting notice supplies more details about the meeting.
- The role of project representatives that evening will be to explain how comments received on the draft report will be integrated into the Final Report; and take any outstanding comments on the effort. Our project website (www.BucksCountyRegionalTrafficStudy.org) has been updated accordingly to allow you and our guests to prepare for the evening.



Ads for the meeting will be placed in area newspapers beginning the week of September 10th. A similar email has been sent to Stakeholder and Community group representatives [or a brief letter to the effect with a hardcopy of the meeting announcement enclosed, via USPS, for those we do not have email addresses for].

Jerry Coyne
Project Manager
Delaware Valley Regional Planning Commission
190 N. Independence Mall West
Philadelphia, PA 19106-1520

Phone: 215.238.2850
Fax: 215.592.9125
Email: jcoyne@dvrpc.org



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Law Office Of
Paul R. Beckert, Jr.
A Professional Corporation

Special Counsel - Newtown Township
Joseph P. Caracappa, Esquire

Luxembourg Corporate Center
203 Corporate Drive East
Langhorne, Pennsylvania 19047
(215) 497-1044
Fax (215) 497-1047

September 18, 2007

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

Attention: Jerry Coyne, Project Manager

Re: Bucks County Regional Traffic Study

Dear Mr. Coyne:

I am writing as Solicitor on behalf of Newtown Township.

On behalf of Newtown Township, the Board of Supervisors are requesting a 45 day extension to respond and comment upon the draft report relative to the Bucks County Regional Traffic Study.

I would appreciate it if you would confirm that Newtown Township has an additional 45 days in which to comment and make recommendations.

Should you have any questions, please don't hesitate to contact me.

Very truly yours,


PAUL R. BECKERT, JR.

PRB:jk

Cc: John M. Boyle, Interim Manager
Board of Supervisors

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7/86



Township of Lower Makefield

BOARD OF SUPERVISORS
Ron Smith, Chairman
Greg Caiola, Vice-Chairman
Steve Santarsiero, Secretary/Treasurer
Grace M. Parkinson Godshalk, Supervisor
Pete Stainthorpe, Supervisor

September 19, 2007

Mr. Jerry Coyne, Project Manager
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

Re: Bucks County Regional Traffic Study- June 2007 Draft

Dear Mr. Coyne,

In conjunction with the Public Open House scheduled for September 20, 2007, Lower Makefield Township takes this opportunity to express our comments on the June 2007 Draft of the Bucks County Regional Traffic Study (BCRTS). The draft report has been reviewed by our Citizens Traffic Commission and our Township Traffic Engineer Traffic Planning and Design, Inc. A chapter or page and paragraph/table/figure reference is provided at the end of each comment in parentheses for each comment for ease of reference.

Lindenhurst Road

1. The functional classification should be revised to "urban collector". (p 5-15, ¶ 1)
2. The report should specify that Lindenhurst Road has been used by traffic as an alternate to the Newtown Bypass due to poor operational performance of signalized intersections along the Bypass and past restrictions for truck traffic on Swamp Road. (page 5-15, ¶ 2)
3. The report should be revised to indicate that at the publishing date of this report, Lower Makefield has begun construction for traffic calming improvements for Lindenhurst Road and the design for additional phases of traffic calming improvements. (p 5-15, ¶ 4)
4. Under the "Future 'No-Build' Conditions" discussion, it is stated that, "A cursory analysis was also performed on Lindenhurst Road to evaluate the impacts of potentially diverted traffic volumes from operational changes in other area roadways." Please elaborate on what analyses was performed and what assumptions were made about the diverted traffic volumes and operational changes. (p 5-16, ¶ 4)

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Mr. Jerry Coyne, Project Manager
September 19, 2007.
Page 2

5. The report recommends straightening the curve along the southern section of Lindenhurst Road. We believe this curve provides much-needed traffic calming and that taking it out will lead to a higher design speed and encourage more use of the corridor by regional through traffic. The Township is not in favor of this improvement unless significant safety concerns are identified by the study. (p 5-17, Table 5-3c)

Stoopville Road

6. The functional classification should be revised to "urban collector". (p 5-18, ¶ 1)
7. The report should specify that Stoopville Road has been used by traffic as an alternate to the Newtown Bypass due to poor operational performance of signalized intersections along the Bypass and past restrictions for truck traffic on Swamp Road. (p 5-18, ¶ 2)
8. Under the "Future 'No-Build' Conditions" discussion, it is stated that, "A cursory analysis was also performed on Stoopville Road to evaluate the impacts of potentially diverted traffic volumes from operational changes in other area roadways." Please elaborate on what analyses was performed and what assumptions were made about the diverted traffic volumes and operational changes. (p 5-19, ¶ 4)
9. At the intersection of Stoopville Road and Washington Crossing Road, the existing geometry provides for the major "through" movement to occur on Washington Crossing Road, which is classified as an arterial road, with Stoopville Road, classified as a collector road, joining Washington Crossing Road as the minor approach. With the roundabout layout shown in Figure 5-3, the major "through" movement is shifted to Stoopville Road west of the intersection. To maintain the intended roadway classifications and usage patterns of both roadways, the roundabout should be shifted to the south. This would allow the "through" movement on Washington Crossing Road to remain and provide better access for those coming from/going to Stoopville Road than what currently exists. Page 5-20 of the BCRTS states that, "An alternative for the Stoopville Road and Washington Crossing Road intersection is included in Figure 5-3." We recommend that several alternatives, including a signalized intersection, for this intersection be evaluated to ensure the future layout of this intersection will not adversely affect the character of the roadways and surrounding area. Lower Makefield Township does not favor the alignment shown in Figure 5-3. (p 5-20, ¶ 2, p 5-21, Table 5-3b, Figure 5-3)
10. The report should recommend that access management improvements be included in the Stoopville Road/Washington Crossing Road improvement project for adjacent property owners that currently have uncontrolled access in order to further improve the safety and capacity of the intersection. (p 5-20, Table 5-3a, Table 5-3b)

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Mr. Jerry Coyne, Project Manager
September 19, 2007
Page 3

11. Figure 5-3 should also include the municipal boundaries located within the proposed project area in order to determine which components of the project are located within Lower Makefield, Newtown and Upper Makefield Townships.
12. The report states that Stoopville Road is intersected by Worthington Mill and Wrightstown Roads. These roadways do not intersect Stoopville Road. (p 5-19, ¶ 5)

Newtown Bypass

13. The functional classification of the Bypass should be revised to "Other Arterials" and "Minor Arterial" as indicated on PennDOT's most recent functional classification map for Bucks County. (p 5-27, ¶ 1)
14. The intersections of the I-95 southbound and northbound ramps with the Newtown Bypass should be added to the list of signalized intersections. (p 5-28)
15. While the extended eastbound right-turn lane is a needed improvement, consideration should be given to widening the southbound on-ramp to two lanes. Crashes occur frequently at this location due to the volume of vehicles merging into one lane shortly after entering the ramp. (p 5-30, ¶ 3, p 5-31, Table 5-6c)
16. Under the "Future 'No-Build' Conditions" discussion, it is stated that, "A cursory analysis was also performed on the Newtown Bypass to evaluate the impacts of potentially diverted traffic volumes from operational changes in other area roadways." Please elaborate on what analysis was performed and what assumptions were made about the diverted traffic volumes and operational changes. (p 5-30, ¶ 1)
17. With a 55 M.P.H. speed limit and the reconfiguration of the ramp on the eastern side of I-95, vehicles are typically traveling at higher speeds on the Newtown Bypass bridge over I-95. Installation of a center divider is recommended to minimize the opportunity for crossover collisions. (p 5-30, ¶ 3, Table 5-6b)
18. Even with the new ramp configuration, traffic exiting I-95 North and turning left toward Newtown continues to experience significant delay during the afternoon peak hours. Given the tight turning radius and volume of trucks making this left-turn, few vehicles are able to make the turn during the allotted green time. The signal timing and/or turning radius should be evaluated to ensure the coordinated signal system and ramps are functioning optimally. (p 5-30, ¶ 3, Table 5-6b)
19. If an additional eastbound through lane is required at a later time, a right-turn only lane must be maintained for the eastbound approach to Stony Hill Road. (p 5-30, ¶ 3, p 5-31, Table 5-6c)

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Mr. Jerry Coyne, Project Manager
September 19, 2007
Page 4

20. The report should identify long range significant capacity improvements to the Bypass such as additional through lanes and grade separated intersections in order to meet the future travel demands of the region. It is Lower Makefield Township's opinion that the bypass be the focus of significant improvements so that collector and local roads do not serve the function of the Bypass after it has exceeded its capacity. (p 5-30, ¶ 3, p 5-31, Table 5-6c)
21. The recommendations for Traffic Signal Improvements - Newtown Bypass Traffic Signal Enhancements Initiative should include a statement regarding continued coordination between Lower Makefield and Newtown Township for system maintenance and periodic study of the corridor to ensure that the traffic signal system is operating optimally in the future. (p 5-30, ¶ 3, Table 5-6a)

Taylorsville Road/Main Street/Yardley-Morrisville Road/Pine Grove Road

22. The I-95/Scudders Falls Bridge improvement project should be included under "Concurrent Projects" since this will include the reconstruction of the I-95/Taylorsville Road interchange. (p 5-65, ¶ 4)
23. It is unclear why a roundabout has been recommended for the intersection of Taylorsville Road/Main Street & Dolington Road/McKinley Avenue. A more detailed alternatives analysis (including a signalized intersection) should be provided that takes into account improvements to Taylorsville Road as part of the I-95/Scudders Falls Bridge improvement project, both in terms of geometry and the resulting traffic flow. In addition, interim improvements for Taylorsville Road, environmental constraints, and the costs associated with interim and final improvements should be factored into the ultimate recommendation. (p 5-68, ¶ 5, p 5-70, Table 5-14c)
24. In addition to the restoration of the "Curve Ahead" and "35 MPH" signs on Pine Grove Road north of Big Oak Road, consideration should be given for additional signage and/or pavement markings at this location. Since 1999, there have been seven crashes at this curve that resulted in vehicles running off the road into private property. Flashing beacons, to be used in conjunction with "Curve Ahead" signs, are recommended to adequately alert drivers. (p 5-68, ¶ 5, p 5-69c, Table 5-14a)
25. While we agree that signal timings and equipment should be upgraded as necessary, additional improvements to address safety and congestion should be considered at the intersection of Pine Grove Road and Big Oak Road, including the addition of left-turn lanes to the Pine Grove Road approaches. (p 5-68, ¶ 6, p 5-69, Table 5-14a)
26. The study should evaluate the need for traffic signal modifications and turning lanes at the intersection of Yardley-Morrisville Road and Edgewood Road. (p 5-68, ¶ 6, p 5-69, Table 5-14a, p 5-70, Table 5-14c)

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Mr. Jerry Coyne, Project Manager
September 19, 2007
Page 5

Other Comments

27. We are concerned that the study and report does not accurately reflect the public input from all of the open house meetings conducted by DVRPC. The report references the open house conducted in January 2007 at the Bucks County Community College. The report makes no reference to the input received at the April 2007 open house held in Lower Makefield Township. The report text and appropriate figures should be revised to reflect the input received at this open house, and a review of the study recommendations should be completed to ensure that the public input from the April 2007 open house was considered equally in their development. More specifically, we are concerned that Figures 2-11 and 2-12 do not accurately reflect the various type of traffic related concerns that were expressed by residents for Lindenhurst Road and Stoopville Road at the April 2007 open house.
28. Figure 2-10 does not accurately reflect Lower Makefield Township and citizen concerns regarding the level of cut-through truck traffic on Lindenhurst and Stoopville Road. Please revise this figure to indicate these concerns exist for Lindenhurst Road and Stoopville Road.
29. Figure 2-11 does not accurately reflect Lower Makefield Township and citizen concerns regarding the presence of "Traffic Safety/Roadway Alignment Concern" for Lindenhurst Road and Stoopville Road. Please revise this figure to indicate this concern exists for Lindenhurst Road and Stoopville Road.
30. Figure 2-12 does not accurately depict the "Improvements and Quality of Life Areas of Concern" for Lindenhurst Road and Stoopville Road. The figure should depict each one of the "study's issues of common concern" for Lindenhurst Road and Stoopville Road. The DVRPC document, Illustrated Results: Comments Received at the BCRTS Public Open House #1 (held January 17, 2007), including Figures 1 (Illustration of Broad Challenges, Concerns, Areas and Goals) and Figure 2 (Illustration of Specific Improvements and Ideas) of the document show that every one of these concerns were expressed by citizens at the January open house. Figure 2-12 should be revised to accurately reflect the input received by DVRPC at the January open house.
31. The spreadsheet titled Engineering and Traffic Study Elements. Summary Matrix - Revised 3/12/2007 should be included in the BCRTS Draft Final Report. We found this to be an informative and easy-to-understand document.
32. Although the study corridors may not meet the PennDOT warrants for the restriction of truck traffic, the study should analyze a signing plan for a "preferred" truck route that encourages regional truck traffic to use the arterial system rather than collector roads such as Lindenhurst Road and Stoopville Road. (Chapter 4)
33. The study should more thoroughly evaluate the use of rail to move freight throughout this area of the region. (Chapter 4)

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12/86

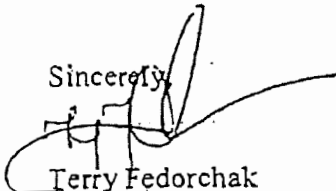
Mr. Jerry Coyne, Project Manager
September 19, 2007
Page 6

34. The recommended improvements should be compared to the land use and transportation planning goals and objectives of the municipal comprehensive plans for consistency. The findings should be summarized for each key roadway in Chapter 5.
35. The functional classification for Worthington Mill Road should be revised to "urban collector". (p 5-1, ¶ 6)
36. Please elaborate on what analyses was performed and what assumptions were made about the diverted traffic volumes and operational changes for any of the key roadways in the report.

It is our understanding that some of the municipalities from the project study area may have not had sufficient time to review the draft report and provide comments to DVRPC. We respectfully request that DVRPC extend the public comment period to accommodate these municipalities.

We appreciate the opportunity to comment on the Bucks County Regional Traffic Study. We look forward to reviewing the proposed final draft of the report. If you have any questions or need further clarification for our comments, please contact me at your convenience.

Sincerely,



Terry Fedorchak
Township Manager

cc: Lower Makefield Township Board of Supervisors
Lower Makefield Citizens Traffic Commission
Chad Dixson, AICP, Traffic Planning and Design, Inc.

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TOTAL P.07 ¹³/86

Coyne, Jerry

From: Joseph Hunter [jehunter098@yahoo.com]
Sent: Wednesday, September 19, 2007 9:00 AM
To: Coyne, Jerry
Subject: traffic study

Mr. Coyne,

Yardley Boro council discussed the final draft of the traffic study at the regular scheduled meeting last evening. Unfortunately it became clear that we need some additional time to make our final comments. Therefore I am requesting an extension on our comments until after our next scheduled meeting in two weeks.

Joe Hunter
Yardley Boro President
Yardley RTPTF member

Take the Internet to Go: Yahoo!Go puts the Internet in your pocket: mail, news, photos & more.

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10/11/2007

14/86

Coyne, Jerry

From: David Steil [Dsteil@pahousegop.com]
Sent: Tuesday, September 25, 2007 10:13 AM
To: Karen Friedman; Peter Palestina; Mark Craig; Chris Harding; jalgeo@eastburngray.com; Mark Craig; Greg Caiola; Ronald Smith; Dan Rattigan; Bob West; Anne Goren; Jerry Schenkman; Jane Magne; Vince Deon; administration@wrightstownpa.org; Joe Hunter
Cc: Coyne, Jerry; Scott Petri
Subject: RTPTF
Importance: High

To All RTPTF Members:

As you are aware the draft final report of the recommendations from DVRPC and their consultants regarding our traffic study is now in your hands. We are currently scheduled to meet on October 29, 2007, to wrap up the project's study phase. After that it will be up to the participating municipalities to work cooperatively with their Boards of Supervisors to implement the recommendations.

At least one township has suggested that we should delay this final meeting and the time period for comments by at least 45 days. I am reluctant to do that for several reasons:

- * We need to wrap up this project since the funding is at an end.
- * The recommendations are the work product of the professionals who conducted the study and will not change by any delay.
- * The recommendations may be rejected or accepted in whole or part at the discretion of the municipalities.
- * The recommendations will be the basis for the work product of the task force and any further ideas will come from the municipalities and their professional staff's.

It is my suggestion that we do create an additional window for the municipalities to offer comments, in writing, which we would add to the final section of the report. My staff would take the responsibility for receiving and distributing these comments and preparing packets of the comments which each member could then add to their copy of the report. We would not consider the report "final" until those comments were received, although we would consider the work of DVRPC to be final.

The members would simply acknowledge receipt of the report on 10/29 from DVRPC subject to the municipalities comments to be submitted by a date the task force should decide.

Please advise if this approach is acceptable by responding to my secretary Jeannie Dougherty at jdougher@pahousegop.com.

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12/13/2007

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Thanks to all of you for your efforts these past years.

Representative J. David Steil



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16/80

Law Office Of
Paul R. Beckert, Jr.
A Professional Corporation

Special Counsel - Newtown Township
Joseph P. Caracappa, Esquire

Lucembourg Corporate Center
208 Corporate Drive East
Langhorne, Pennsylvania 19047
(215) 497-1044
Fax (215) 497-1047

September 25, 2007

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

Attention: Jerry Coyne, Project Manager

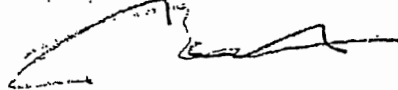
Re: Bucks County Regional Traffic Study

Dear Mr. Coyne:

Confirming our conversation, it is my understanding that as a result of the open house meeting and your conversations with Supervisors Goren and Schenkman that the report of the DVRPC is being simply forwarded as staff recommendations without comment from the affected municipalities.

It is therefore being submitted as a draft document on which townships may comment in the future and which may be revised from time to time. Given the foregoing if I am correct, the comment period therefore will be in the future and the document is subject to modification and has not had the benefit of township comment at the time it is submitted. Given that Newtown Township will be free to make comments in the future we would waive our request to extend the comment period. Please confirm the foregoing in writing for my records.

Very truly yours,



PAUL R. BECKERT, JR.

PRB:jk

295/372

17/86

Coyne, Jerry

From: Coyne, Jerry
Sent: Thursday, September 27, 2007 8:21 AM
To: anneg@twp.newtown.pa.us; jerrys@twp.newtown.pa.us; 'JERRYSCHENKMAN@GMAIL.COM'
Cc: 'MJohnston@Pennoni.com'; Niemczak, Stan; Hanney, Francis J.
Subject: Swamp Road Functional Classification / Traffic Calming

Dear Ms. Goren and Mr. Schenkman:

As part of my due diligence, I am following up from last night's meeting. Particularly in the matter of: the Township's wishes to pursue a change to the highway functional classification of, and Traffic Calming measures for Swamp Road.

The methodology and work that we performed in the matter of Traffic Calming (contained in the draft report's Chapter 6) has been described (by others) as a model for municipal use in furtherance of their actions to pursue traffic calming measures. It is based on the policies and practices of PennDOT (sources noted), and sound engineering judgment.

This morning, I looked at the land use and speed conditions along Swamp Road (Key Roadway #2) contained in our draft report's Table 6-1, Traffic Calming Feasibility Matrix. The inventory of information as presented in our report (holding existing speed limits constant) would not support Traffic Calming measures along the roadway— even if the functional classification were changed. For collector highways: adjacent land use should be more than 50% residential, and the 85th percentile speeds should exceed the posted speed limits by 10 miles per hour. Both items are / would not be not met, per our inventory. *

I am not trying to deflate your aspirations, or dissuade your action with this information (although I understand the communities pain, and I personally consider the roadway properly classified). Instead, I thought it proper to advise you (and your traffic engineer) that perhaps more thought, planning and investigations be pursued to understand the possibilities for traffic calming on Swamp Road, prior to launch.

Very truly yours,
Jerry Coyne
215.238.2850

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12/13/2007

18/80



DELAWARE
VALLEY
REGIONAL
PLANNING
COMMISSION

C R E A T I N G > T O M O R R O W > T O D A Y

190 N. INDEPENDENCE MALL WEST
8TH FLOOR
PHILADELPHIA, PA 19106-1520

PHONE: 215.592.1800
FAX: 215.592.9125
WEB: www.dvrpc.org

October 1, 2007

Paul R. Beckert, Jr., Esquire
Luxembourg Corporate Center
203 Corporate Drive East
Langhorne, PA 19047

RE: Comments on the
Bucks County Regional Traffic Study
Draft Report - June, 2007

Dear Mr. Beckert:

The contents of your September 25, 2007 letter accurately reflect my understanding of the conversation that I had with Ms. Goren, Mr. Schenkman and Mr. Steil at the September 20, 2007 Public Open House meeting; and the September 21, 2007 phone conversation I had with you—regarding any and all outstanding comments on the draft report following the close of business on 9/26/07.

You should know that we have received numerous public comments and two municipal review letters (Lower Makefield and Wrightstown townships) on the draft. Two letters requesting extension of the comment period were also received, from Yardley Borough and Newtown Township. Lower Makefield's letter also noted support for extending the municipal review and comment period to those municipalities wishing it.

We have read, reviewed and considered all the comments received within the official review period. We will summarize them for the benefit of the Regional Traffic Planning Task Force at its 10/29/07 meeting at Northampton Township. For that meeting, it is our intention to prepare and deliver a final report which addresses those comments received during the official review period that pointed out a mistake, or an oversight, or that included good ideas which might help the RTPTF considerations as their work continues into the future. At its discretion, the Task Force can use our ideas for further discussion and comment amongst its members, the community and/or the participating municipal governing boards, or similarly, as a basis for future project development as it continues its work. The RTPTF also has the right to ignore the recommendations, or delete any of their choosing.

no dup. comments were addressed

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October 1, 2007
Paul R. Beckert, Jr., Esquire
page 2

As also agreed in the conversations with Ms. Goren, and Messrs. Schenkman and Steil—the final report's format will be presented in a ring binder so that any future comments and considerations can be added to the project document to keep it a live record of the RTPTF's proceedings as the process moves forward.

Very truly yours,


Jerry Coyne
Project Manager

cc: Mr. Jerry Schenkman, Newtown Township
Ms. Anne Goren, Newtown Township
Mr. David Steil, PA House of Representatives
Mr. Donald Shanis, DVRPC

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20/86

Law Office Of
Paul R. Beckert, Jr.
A Professional Corporation

Special Counsel - Newtown Township
Joseph P. Caracappa, Esquire

Lucembourg Corporate Center
203 Corporate Drive East
Langhorne, Pennsylvania 19047
(215) 497-1044
Fax (215) 497-1047

October 9, 2007

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

Attention: Jerry Coyne, Project Manager

Re: Newtown Township

Dear Mr. Coyne:

On behalf of Newtown Township, I want to thank you for appearing at the Board of Supervisors meeting.

In light of that meeting, I have been advised by the Board of Supervisors that they will attempt to have some comments to you for inclusion within the binder that you will be submitting at your final meeting October 29, 2007.

However, the Board has again asked me to confirm with you they will have at minimum another 45 days in which to make more comprehensive comments which will be included in the binder as part of the report and comments of affected townships.

Therefore, I am requesting on behalf of Newtown Township the opportunity for an additional 45 days for comments, which comments would be included within the binder document as part of the draft report. Please confirm that the foregoing will be included within the record for that purpose.

Very truly yours,



PAUL R. BECKERT, JR.

PRB:jk

Cc: Anne Goren, Chairman
John M. Boyle, Interim Manager

299/372

21/86



56 South Main Street Yardley, PA 19067-9997
Tel 215-493-6832 Fax 215-493-6255

October 26, 2007

Mr. Jerry Coyne, Project Manager
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

Re: Bucks County Regional Traffic Study

Dear Mr. Coyne,

Yardley Borough is a one square mile borough located in Lower Bucks County, bordered on the east by the Delaware River and on the north, south, and west by Lower Makefield Township. Traffic into and out of town is via only five State arteries, all-leading to or from Lower Makefield Township.

As a result of the draft report from the Bucks County Regional Traffic Study published June 2007 and subsequent public hearings, the Yardley Borough Council accepted public comment at its October 2nd and 16th regularly scheduled council meetings. Also introduced at these two meetings was a correspondence from Lower Makefield Township dated September 19th to you, copy of which is attached.

After lengthy discussions it was agreed to support Lower Makefield Township letter with the exception of item #23. The thought process was more in favor of a roundabout then signalization. We would request that additional studies be performed on the intersection with car and truck counts. We have attached a rough drawing of an item we would request the Bucks County Regional Traffic Study Task Force to evaluate. Traffic entering from McKinnley is minimal at best.

Also of concern was southbound truck traffic exiting I-95 at Yardley to use North Main Street as the route to the landfills in Tullytown Borough and Falls Township. Trucks also exit I-95 to avoid the weigh/inspection station on I-95 using Yardley as a "bypass". The trucks exiting I-95 to avoid being inspected are those who know they cannot pass inspection. Yardley Borough Police have noted infractions such as: broken brake drums,

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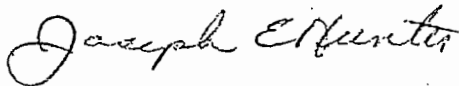
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missing brake shoes, damaged and/or disconnected air brake(s), damaged and/or disconnected air brake activators, and no commercial license. Our citizens have to endure these unsafe trucks "barreling" through our streets.

Yardley Borough is also deeply concerned about potentially dangerous truck traffic with the expansion of I-95 and the I-95 Bridge at Scudder Falls in the near future.

We appreciate the opportunity to comment on the Bucks County Regional Traffic Study. We look forward to reviewing the proposed final draft of the report. If you have any questions or need further clarification for our comments, please feel free to contact me at your convenience.

Sincerely,

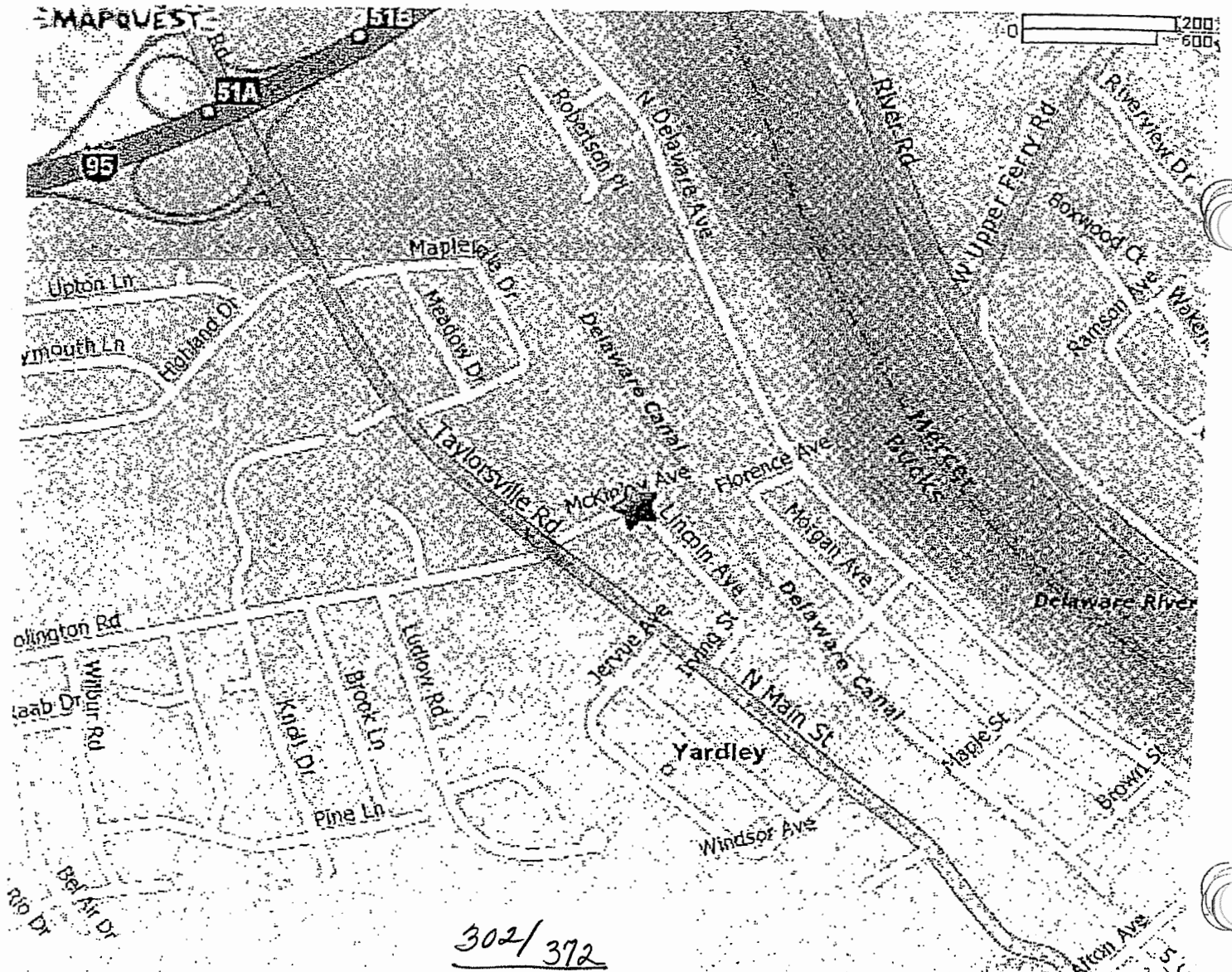
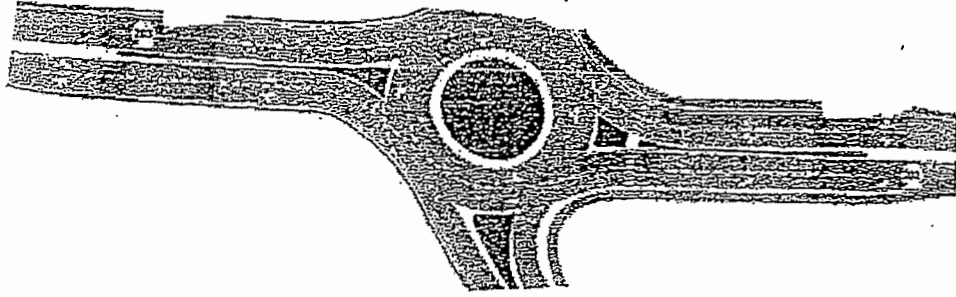


Joe Hunter
Borough Council President

CC: Yardley Borough Council
Yardley Borough Community Development
C. William Winslade, Borough Manager

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302/372

24/86

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

www.dot.state.pa.us

7000 Geerdes Boulevard
King of Prussia, PA 19406
October 26, 2007



To: Bucks County Regional Traffic Task Force Member Municipalities

Newtown Township	Lower Makefield Township	Northampton Township
Wrightstown Township	Newtown Borough	Yardley Borough
Upper Makefield Township		

This letter is being written to express our overall support for the Bucks County Regional Traffic Study performed by the Delaware Valley Regional Planning Commission on behalf of the Regional Traffic Planning Task Force and to clarify any misconceptions. Started as an effort to analyze safety and mobility issues along 16 state roadways across 7 municipal boundaries from a "regional" perspective - we believe the study has accomplished its goal. There are numerous recommendations which present a "road map" for all of the municipalities to effectively consider, plan for and potentially implement over time. We do not expect that all municipalities, or PennDOT, will agree on every recommendation but do hope the involved municipalities consider the information in this study as a comprehensive catalog of regional traffic issues and suggestions.

Based on concerns raised by some of the municipalities, PennDOT would like to emphasize that the study was performed for the Task Force, not PennDOT. PennDOT cannot and will not unilaterally implement the recommendations of this study. *

The majority of the recommendations will require efforts by interested municipalities to further pursue - either by requesting PennDOT to take a look (such as in the case of signal timing recommendations), by funding and implementing Highway Occupancy Projects themselves, by supporting improvements that could be associated with a development, or by formally requesting regionally-supported PennDOT construction projects (which would start through requests to the Bucks County Planning Commission). To be clear, all of the traffic calming recommendations, roundabouts, realignments, new construction, and similar bigger cost / controversial recommendations fall into this category of requiring municipalities to take the lead - and without municipal support, they will not happen.

However, PennDOT does have a responsibility to consider the information presented that pertains to typical operational and maintenance upgrades along state roads. These items include improving warning signage, delineation, guide rail, and shoulder drop-offs. PennDOT has previously publicly committed to further reviewing these non-controversial safety-related items presented in the study over a period time, and we intend to implement appropriate improvements as funding becomes available. Should an unforeseen situation arise that requires PennDOT to consider implementing a recommendation beyond the previously mentioned normal operational / maintenance upgrades, we will certainly consult first with the affected municipality.

While some limited low cost safety improvement funding may be available annually for isolated improvements, significant dedicated funding has yet to be identified for any improvements. Any items of priority interest or concern to a municipality can be brought to our attention.

Sincerely,
Lester C. Toaso
Lester C. Toaso
District 6-0 Executive

Cc: Rich Brahler, Bucks County Planning Commission
Jerry Coyne, DVRPC
Dawn Knisley, Bucks County Maintenance Manager

Honorable David J. Steil
Honorable Scott Petri
Honorable Charles T. McIlhinney

303/372

25/86



NEWTOWN TOWNSHIP

100 MUNICIPAL DRIVE
NEWTOWN, PA 18940

October 29, 2007

Mr. Jerry Coyne, Project Manager
Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106

RE: Bucks County Regional Traffic Study

Dear Mr. Coyne:

Newtown Township staff, including our Township Traffic Engineer, Pennoni Associates, Inc. has reviewed the Draft Bucks County Regional Traffic Study, dated June 2007. In order to receive input from our residents, we also held a Special Action for Discussion of Regional Traffic Issues/Projects as part of our September 26, 2007 Board of Supervisor's meeting. We appreciate your attendance at this meeting and the presentation you provided on the Regional Traffic Study. A copy of the meeting minutes, including the public comment, is enclosed. You will also find enclosed, Swamp Road Residents Group Petitions (September 2007), and meeting minutes from the October 15, 2007 Board of Supervisor's meeting where additional discussion was held leading to the enclosed resolution regarding Swamp Road, which passed unanimously on October 24, 2007.

We also offer the following comments on the draft report:

GENERAL

1. We strongly support deferring the adoption of the final report until the involved municipalities have sufficient opportunity to determine if consensus can be reached on any remaining issues where there are slight disagreements.
2. We also request that this study be reviewed by the Bucks County Planning Commission.

STOOPVILLE ROAD

1. The Township does not support the realignment of Stoopville Road at Washington Crossing Road as proposed in Figure 5-3. Washington Crossing Road is a minor arterial designated as State Route 532 and should continue to function as the through roadway. To address traffic and safety concerns at this intersection, Newtown Township has previously supported the addition of left turn lanes and a traffic signal while generally maintaining the existing roadway alignments. We recommend that this alternative or other similar alternatives be further evaluated.

RE: Bucks County Regional Traffic Study

2. On page 5-19 in the Summary of Adverse Conditions, the first paragraph states "..., adverse conditions include: quarry trucks, roadway alignment at Stoopville Road and Worthington Mill/Wrightstown Roads, traffic volumes from Newtown Bypass to Stoopville Road, and traffic congestion from Penns Park Road to Township Line Road." Much of this statement appears to be referencing Durham Road. This section should be revised accordingly.

SWAMP ROAD

1. As evident by the attached public comment and township resolution, there is concern regarding the proposed improvements. This report should recognize and reflect the concerns of our residents regarding quality of life issues along this corridor. This should occur throughout the report but specifically on Figure 2-12.
2. Long term recommendations should not just state "will be addressed by the Swamp Road Corridor Improvement Project" or "Move forward with the Swamp Road Corridor Improvement Project" as indicated on pages 5-10 and 5-13 respectively. Such recommendations should include statements supporting context sensitive design solutions to address quality of life issues as well as safety and mobility; not a complete upgrade of the entire roadway corridor.
3. On page 5-10 the Bucks County Community College access is listed in the summary of adverse conditions. However, detailed analysis is not provided and recommendations only relate to the eastern entrance. This report should assess the college's overall impact on Swamp Road and provide appropriate recommendations and implementation schedules.
4. ~~The functional classification of this roadway should be reevaluated to determine if its classification as a minor arterial is appropriate given current land use and travel patterns along the roadway.~~
5. Once the functional classification is reevaluated, traffic calming eligibility should be revisited.

We respectfully request that these comments be incorporated in the final report. The effort that has been put into this report by the Task Force members, design team, DVRPC and PennDOT is very much appreciated and we look forward to finalizing the report in a complete and thorough manner. Please feel free to contact me with any questions.

Sincerely,

John M. Boyle
John M. Boyle
Acting Township Manager

Enclosures

cc: Board of Supervisors

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305/372

27/86

Newtown Township
Board of Supervisors
Meeting Agenda

SCANNED

September 26, 2007 8:00 PM

Please Turn Off Cell Phones During Meeting

1. Call to Order
2. Moment of Silence
3. Invocation — Rev. David Cramp – Newtown United Methodist Church
4. Pledge of Allegiance to the Flag
5. Changes to the Agenda
6. Special Actions - Discussion of Regional Traffic Issues/Projects
7. Public Comment (5 Minutes per person to last 30 minutes total)
8. Members Comments
9. Minutes, Bills List and Reports
 - a. Regular Meeting of September 5, 2007
 - b. Bill's List
10. Reports of Committees, Boards and Commissions
 - a. Parks & Recreation
 - b. Planning Commission
 - c. Historical Architectural Review Board
 - i. Certificates of Appropriateness
 - Rockfactory Ltd., 3 Cambridge Lane
 - Cambridge Sound Studios, 1 Cambridge Lane
 - Rite Aid, 1 Ice Cream Alley
 - Jules Thin Crust Pizza, 300 N. Sycamore Street
 - Taste of Philly Soft Pretzels, 250 N. Sycamore Street
 - Cosi, 280 N. Sycamore Street
 - First Trust Bank, 11 Durham Road
 - The Carriage House, 221 N. Sycamore Street
 - Lang Ski & Scuba, 107-109 N. Sycamore Street
 - Newtown Historic Association, various locations in Newtown Township

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28/86

11. Land Development Projects

- a. Conditional Use – Newtown Irish Pub, 240 N. Sycamore Street – Goodnoe’s Corner (to be continued to 10/10/07)
- b. Conditional Use – Bucks County Creamery and Confections, 254 N. Sycamore Street – Goodnoe’s Corner

12. Reports of Officials

- a. Chairman
- b. Other Board Members
- c. Manager
 - i. Plan Expiration Report
 - ii. Report on 2008 Minimum Municipal Obligation: For the Police, Non-Uniformed and Firefighter Pension Plans
 - iii. Bid Award – Infield Rebuild – Field #4, Helen Randle Park
- d. Solicitor
 - i. Authorization to Advertise - Proposed Ordinance Revising the Subdivision and Land Development Ordinance Relating to the Requirement to Provide a Historic Resources Impact Study
 - ii. Resolution regarding the Opening of a Portion of Upper Silver Lake Road Presently Closed to All but Emergency Vehicles
 - iii. Authorization to Advertise - JMZO Ordinance No. 2007-04 Rezoning the 37 Acres of the Woll Tract from POS to EIR
 - iv. Newtown Township Ordinance Amending the Newtown Township Traffic Ordinance to Provide a Four Way Stop Sign at North Drive and Sequoia Drive
 - v. Agreement of Sale - Elliott Builders Re: Acme Site
 - vi. Zoning Hearing Board
 - Daren & Lori Aita, 16 Millstone Drive
 - Michael Burns, 35 Crittenden Drive
 - Richard & Trisha Brandimarte, 1 Thornbury Lane
 - The Heritage Co./Cosi Café, 104 Pheasant Run
 - Sycamore Restaurant LLC/Newtown Irish Pub, 240 N. Sycamore Street
 - Kieffer & Co. Inc./Petsmart, 2600 South Eagle Road
- e. Engineer
 - i. Authorization to Sign Mylars – Lang Ski & Scuba 107-109 N. Sycamore Street
 - ii. Escrow Release # 4 - Newtown Walk
 - iii. Escrow Release # 6 - The Villas at Newtown
 - iv. Escrow Release # 5 - Blacksmith 161-LLC

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v. Escrow Release # 6 - Delancey Court

- 13. Old Business
- 14. New Business
- 15. Public Comment
- 16. Adjournment

PUBLIC INFORMATION

The Planning Commission typically meets the first and third Tuesdays. A complete schedule is available at the Municipal Administrative Office (215-968-2800 ext.250).

Important Dates:

Board of Supervisors	September 26, 2007	8:00 pm
Planning Commission	October 2, 2007	8:00 pm
Parks and Recreation Board	October 3, 2007	7:00 pm
Telecommunications Advisory Committee	October 3, 2007	7:30 pm
Business Development Council	October 4, 2007	12:00 pm
Zoning Hearing Board	October 4, 2007	7:30 pm
Columbus Day (Offices Closed)	October 8, 2007	
Historical Architectural Review Board	October 9, 2007	1:00 pm
Newtown Area Joint Zoning Council	October 9, 2007	8:00 pm
Board of Supervisors	October 10, 2007	8:00 pm
Board of Supervisors	October 15, 2007	8:00 pm
Planning Commission	October 16, 2007	8:00 pm
Newtown Area Regional Planning Commission	October 18, 2007	8:00 pm
Environmental Advisory Council	October 22, 2007	7:30 pm
Joint Historic Commission	October 22, 2007	7:30 pm
Board of Supervisors	October 24, 2007	8:00 pm

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Newtown Township

Board of Supervisors

Minutes of September 26, 2007

The Newtown Township Board of Supervisors met on Wednesday, September 26, 2007 in the Township meeting room at 8:00 PM. In attendance were Supervisors: Chairman Anne Goren, Vice-Chairman Phillip Calabro, Secretary/Treasurer Jerry Schenkman and Members Thomas Jirele and Richard Weaver. Also present were: Paul Beckert, Township Solicitor, James Watson, Township Engineer and John Boyle, Acting Township Manager.

Call to Order: Chairman Anne Goren called the regular meeting to order at 8:00 PM.

Invocation: The invocation was given by Reverend David Cramp of Newtown United Methodist Church. This was followed by the Pledge of Allegiance.

Changes to the Agenda: Mr. Boyle announced that the Park and Recreation Board report is removed from the agenda, and an additional item, Stuckley vs. Newtown Township, has been added to the Solicitor's report.

Special Actions

Discussion of Regional Traffic Issues and Projects: Mrs. Goren introduced Township Traffic Engineer Matthew Johnston, to give a presentation of regional traffic issues followed by public comment. She said that she would allow one hour for this discussion and comment. Unfortunately, the representative from PennDOT who was to have spoken about the Swamp Road project is unable to attend this evening's meeting.

Jerry Coyle of the Delaware Valley Regional Planning Commission was introduced by Mr. Johnston. Mr. Coyne reviewed the study conducted by a regional traffic task force formed in 2004 by State Representative David Steil and elected representatives of seven municipalities. The study focused on mobility, traffic safety and truck movement. Mr. Coyne referred to maps that identified 16 key roadways. The task force focused on assessment of the roadways, conducting research into safety and operating conditions, looking into opportunities for traffic calming. PennDOT and the Bucks County Planning Commission played an active role in the task force, integrating four ongoing projects into the task force's work:

- Swamp Road Reconstruction
- Traffic Signal Enhancement Initiative
- Lindenhurst Road Traffic Calming
- Stoopville Road Traffic Calming

The task force held 11 meetings and 3 public meetings. Quarry truck

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traffic was discussed. Investigation into possible use of rail lines for shipment of quarry materials was conducted. At open house meetings public input focused on quarry truck traffic and quality of life issues. Suggested methods of improvement included maintenance, signal timing, pavement marking, geometric improvements and highway lighting improvements.

Eight roadway segments were identified for traffic calming, six of which require further documentation. Stoopville Road will receive traffic calming, including raised medians and additional crosswalks on a one to three year timetable. Lindenhurst Road's traffic calming is being implemented now.

The task force will focus on education, communication and enforcement. Enforcement is the most effective way to control unsafe driving. On October 29, 2007 a regional traffic open house will be held at Northampton Township. Information on the meeting can be found at <http://www.dvrpc.org/BCRTS/meetings.htm>. There is a link on the Township Web site.

Eric Kaufman of Gilmore & Associates discussed the traffic calming recommended based on a study of Stoopville Road, as requested by the Township. The results of the study have been presented to the Township Supervisors and submitted as a concept plan to PennDOT. Among the suggested traffic calming devices are a gateway treatment and crosswalk at Rosefield development's entrance, including a median in the road, a landscape median at Linton Hill Chase's entrance and a crosswalk at Eagle Road. Five locations were identified for possible location of roundabouts:

- Eagleton Farms entrance
- Melsky tract
- Linton Hill Road
- Dolington Road
- Washington Crossing Road

Gilmore & Associates is not recommending that five roundabouts be installed, but is recommending locations where installation would be feasible.

Mr. Johnston said that PennDOT had presented ideas to address needed improvements at Swamp Road to improve safety and drainage problems. After PennDOT's initial presentation, there was a great deal of feedback from residents. The plans have been revised, reducing lane size to 11 feet with 5 foot shoulders, a second traffic signal at the Community College has been eliminated, and an eastbound climbing lane has been eliminated. PennDOT plans to install tow right turn lanes at Buck Road and the Newtown Bypass in 2008.

Mrs. Goren announced that, because a large number of residents have attended the meeting to speak about Swamp Road, public comment on this issue would be heard beyond the time initially allotted.

Resident George van der Horn said that the report of the traffic study does not properly represent the desires of the residents who live in the Swamp Road area. Residents were not represented at the traffic meetings.

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Attention seemed too focused on the Stoopville Road and Lindenhurst Road traffic calming. The traffic study report only references the "Swamp Road Reconstruction" but does not offer any specifics. He asked that time be given to the residents to have input into the regional traffic study. He strongly suggested reclassification of Swamp Road from an arterial to a collector road.

Mr. Schenkman said that he has requested a 45 day extension, but that has not been granted; it has been indicated that comments made at the October 29, 2007 meeting would be included. He has asked Mr. Johnston to incorporate the public input, including the reclassification of Swamp Road into the regional traffic study. He agreed to keep the public informed on the regional traffic task force.

In response to Mrs. Goren's question, Mr. Coyne said that Swamp Road cannot be treated differently in Newtown if it is an arterial roadway with a posted speed limit of 40 MPH or greater and/or if it does not go through a commercial district. The Community College is not considered a commercial district. Any request for reclassification would have to be approved by the State.

Resident Jay Sensibaugh presented some written suggested alternatives to the roundabouts proposed by Gilmore & Associates to the Board. He also suggested that a vote on the regional traffic task force study be deferred from October 29, 2007 until there has been time for residents and inter-municipal officials to have input. Regarding Swamp Road, he said that traffic calming has not been adequately considered because of its classification as an arterial roadway; it should be designated a collector road. A reclassification would preserve the rural nature of the region.

Mrs. Goren asked Mr. Johnston to take a copy of Mr. Sensibaugh's written material for review.

Resident Nancy Crescenzo said that discussion of Swamp Road and of quarry traffic should include Wrightstown's residents and officials. She urged the Board to strengthen the jointure or there could be quarries in Newtown. Regarding traffic calming on Stoopville Road, she urged the Board to work with the police department on enforcement. She also suggested that a traffic advisory committee, made up of residents, be formed, rather than including traffic issues in the Planning Commission's duties:

Resident Eleanor Lyons urged the Board to institute traffic calming on Swamp Road. She suggested that rather than widening the road, lower the speed limit, address drainage problems and install additional stop signs and pedestrian and horse crosswalks. She suggested an additional entrance to the Community College, and the removal of a Swamp Road reconstruction from the regional traffic task force study. She said that quarry truck traffic is not evenly distributed.

Resident Moe Sood and Mickey Dalsh of Wrightstown presented petitions with over 300 signatures from Newtown and Wrightstown residents asking for traffic calming rather than expanding Swamp Road. Mr. Sood noted that he had requested that some bushes at the Community College be trimmed, and this request had been addressed, improving sight distances greatly. He said that the enrollment at the College has grown

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tremendously, and it causes some traffic difficulties at two different times of the day, for a very short while. He suggested that an additional entrance to the College would alleviate this traffic congestion.

Resident Fred Olweiner of Sawmill Lane thanked the Board for increased police presence in his neighborhood enforcing truck speeds. He questioned why Stoopville is being considered for narrowing for traffic calming but Swamp Road is being proposed for widening.

Mr. Kaufman explained that PennDOT must follow its own guidelines. The Stoopville Road and Lindenhurst Road projects are not PennDOT projects. PennDOT's job is to keep traffic moving; the road widening is to provide for vehicles to pull off of the roadway in the event of a breakdown.

Mr. Johnston explained that PennDOT might not follow its own guidelines in certain circumstances, such as if doing so were cost prohibitive or if it involved preservation of a historic structure. In response to Mr. Jirele's suggestion, Mr. Johnston agreed to research exceptions granted in Bucks County.

Resident Dennis Fisher said that residents would like the Swamp Road reconstruction project deleted from the regional traffic task force report. Residents would like more consideration given to preservation of open space and avoidance of expansion of traffic corridors. He supports the reclassification of Swamp Road as a collector road.

Resident John D'Aprile said that as a resident of Newtown Grant, he is opposed to installation of roundabouts on Stoopville Road. He said that roads must be improved as the area grows and becomes more densely populated. He does not think it is right to tell truck drivers what roads they can take, but would like to see improvement of all roads in Newtown.

Resident Mike Gallagher said that our State representatives should be told how the residents feel about this traffic task force study. He asked which roundabouts are being considered.

Mrs. Goren said that the five locations mentioned are locations where roundabouts would fit.

Mr. Schenkman noted that there is not consensus among Board members in support of the use of roundabouts.

Resident Robert Ciervo said that the intersection of Twining Bridge Road and Swamp Road is very dangerous and should be the first issue addressed when considering improvements. Placing a three-way stop sign at that intersection would make an immediate difference. He also noted that no residents who live near Stoopville Road support roundabouts and all would like reference to them removed from the regional task force study. The only place where a roundabout or traffic circle might be helpful is at the intersection with Washington Crossing Road, which is in Lower Makefield.

Steve Santarsiero, Lower Makefield Township Supervisor, said that he has served on the regional traffic task force. The goal of the task force is the safety of all residents. He agreed that roundabouts on Stoopville Road

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might not be the best solution. There is some concern about the realigning of Stoopville Road with Washington Crossing Road, creating an expressway, which would have an environmental impact. He would support the reclassification of Swamp Road as a collector road. He said that he is aware that Newtown Borough and Yardley Borough have also requested an extension on the comment period. He would urge DVRPC to grant extensions.

Sue Herman, Lower Makefield Township resident, said that DVRPC has not gotten enough input from residents. She said that she opposes a roundabout at Washington Crossing Road and Stoopville Road and is opposed to any realignment of Stoopville Road. She is opposed to the regional traffic task force study being accepted.

Paul Salvatore of Newtown Borough said that there has been a large increase in car traffic on the regional roadways. There should be better police enforcement and traffic calming for cars as well as for trucks. He said that the different communities should share the traffic burden, rather than address issues on one road, so that other roads become overburdened.

Resident John Solito, president of Nob Hill Homeowners Association, said that Nob Hill residents are not trying to move truck traffic off of Swamp Road; but want all roads to share the burden. There has been an increase in truck traffic in the past year. Swamp Road should be able to take advantage of the same traffic calming measures as are being put into place on Lindenhurst Road.

Mr. Sood urged that Swamp Road reconstruction be removed from the regional traffic task force study.

Mr. Coyne said that the DVRPC recognizes that there are issues with Stoopville Road at Washington Crossing Road. The report tries to address these issues. The report deals in ideas only; it is an opportunity for people to discuss possible solutions to problems of safety and mobility.

Mr. van der Horn asked the Board to pass a resolution to make Newtown's position clear to PennDOT.

Board members agreed that residents' concerns must be brought to the regional traffic task force. The regional traffic task force study will not be approved until Newtown's concerns are included. Of prime concerns are the safety of residents and the even distribution of traffic. Lindenhurst and Swamp Roads should be treated the same.

Because of the large number of residents in attendance to discuss the re-opening of Upper Silver Lake Road, Mrs. Goren announced that this item would be discussed before other agenda items.

Solicitor's Report

Resolution regarding the opening of a portion of Upper Silver Lake Road presently closed to all but emergency vehicles: Mr. Beckert reported that a portion of Upper Silver Lake Road has been closed for a number of years. The Township never took official steps regarding an

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Ordinance and the procedures required to vacate a portion of Upper Silver Lake Road, which is a public street. The action that had been taken was part of the land development and conditional use approval of Wilshire Walk, which provided that the road would not be vacated in that it was still available for emergency vehicles only and further provided that the maintenance responsibility for the area that was closed to all but emergency vehicles would be the responsibility of Wilshire Walk Homeowners Association. The developer of the Villas agreed as part of final land development approval that if the Township directed, it would improve the road to Township standards. The Township Traffic Engineer was directed to determine whether the reopening of that portion of Upper Silver Lake Road to the general public would be warranted and has issued a report recommending that the road be reopened to all travel.

A resolution directing the developer to perform the necessary work to have the road improved to meet Township requirements, certified by the Township Engineer, after which the Township would remove signage and open the road to the general public and absolve Wilshire Walk Homeowners Association of any further responsibility for maintenance, has been drafted.

Mr. Schenkman moved to adopt a resolution regarding the opening of a portion of Upper Silver Lake Road currently closed to all but emergency vehicles. Mr. Calabro seconded.

Discussion of motion: Mr. Schenkman asked whether any traffic calming measures would be incorporated into the resolution.

Mr. Beckert referred to the paragraph in the proposed resolution dealing with Township standards.

Mr. Schenkman said that the reopening would be a benefit to the traveling public.

Mr. Jirele disagreed, noting a sharp, greater than 90°, turn on a very narrow street. He questioned the need to reopen the road. He asked whether the Traffic Engineer had suggested any restrictions on two-way traffic, or whether he had investigated accidents at this location. He had some concerns about the safety of the road.

Mrs. Goren said that there have been requests for the reopening from numerous residents of Kirkwood, Wilshire Walk and the Reserve. They have cited the condition of disrepair making it no longer accessible even for emergency vehicles.

Mr. Johnston said that he had not investigated the accident history. He did not find the road to be unsafe, and he said that there are ways to insure safety on an open road, rather than closing it.

Mr. Jirele continued to object, noting that the closed road is a very small inconvenience to some residents, but if opened would be a very dangerous road. He said that Penns Trail had been extended north to accommodate traffic that would have used Upper Silver Lake Road.

Mrs. Goren said that the road had been closed at the time that the

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previously lived in Kirkwood, and feels that rushing into the reopening of the road is creating animosity among the neighborhoods. It had been her understanding that the road had been closed for safety reasons. At meetings about the Villas there had been some discussion of reopening the road, but she is opposed to this plan because it will increase the incidence of graffiti and underage alcohol and drug use. She objected to the reason for reopening it for emergency access because there is access through Penns Trail.

Mr. Beckert explained that a road cannot be closed as a condition of land development, but must go through certain legal procedures.

Mrs. Goren advocated opening the road by a resolution to remedy the current illegal status of the road. Once opened the Board can investigate whether to permanently close it or address traffic concerns with other measures.

Ms. Biaocchi strongly advocated permanently closing the road. She said that there would be a traffic impact on the community if the road were opened; many of the neighborhood driveways would then enter onto a main thoroughfare. It would be dangerous for children living in the area, as there are no sidewalks.

Resident Elizabeth Bye of Old Frost Lane asked whether the Board had investigated accident reports for that road when it was open. She said that there are no concerns among neighbors about the emergency access; emergency workers are all aware of the closure. There are a number of emergency responders living in the neighborhood. She expressed serious concern for safety of children, bicyclists and motorists on this narrow road.

Resident Sue Iazetti of 107 Upper Silver Lake Road said that she had been promised by Mrs. Goren that she would be notified if this issue were ever to come before the Board of Supervisors.

Mrs. Goren said that the agenda had been advertised and this matter had previously been discussed at a work session. Many residents have requested that the road be reopened.

Mrs. Iazetti said that she is opposed to reopening the road for safety reasons. There had been serious accidents in front of her home. She felt that the Board is rushing into a decision without properly investigating the conditions.

Resident Lawrence Hayner of 43 Vera Avenue urged the Board to leave Upper Silver Lake closed because it is too narrow and has a very sharp right turn. Emergency vehicles have access through Penns Trail.

Resident Linda Scott of 125 Upper Silver Lake Road said that the road had been closed for safety reasons. She felt that the neighbors had not been treated respectfully, in that they had not been notified that this matter would be discussed. She asked that the Board further research the options before making a decision, and that Mr. Schenkman, as a resident of Kirkwood, abstain from voting. She felt that she and her neighbors have lived with the great inconvenience of surrounding construction for a long time and that residents of this neighborhood need to be treated fairly. She

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questioned the reason that some neighbors have been notified by mail on small matters, but this did not require notification.

Mr. Beckert reviewed the laws regarding notification of Zoning Hearing Board applications. No notification is required by law for this matter.

Mr. Schenkman said that he was unaware of many of the issues brought up by the residents and would support further investigation. His only concern is the Township's liability with the road in its present condition. He agreed with Mr. Jirele that additional information is needed before an informed decision could be made.

Mr. Schenkman withdrew his motion. Mr. Calabro withdrew is second.

Mr. Weaver moved to table discussion of the resolution to open Upper Silver Lake Road until additional information has been presented. Mr. Jirele seconded.

Discussion of motion: Mr. Weaver and Mr. Jirele asked the Township Manager to provide information on emergency access, including information on whether emergency responders from neighboring municipalities are aware of the current road conditions, costs of improvements needed to meet Township standards and whether McGrath developers are agreeable to those costs, what traffic calming might be needed to make the road safe, input from the Planning Commission, and reports on accidents prior to the closing of the road.

Dr. Ciervo agreed that the matter should be tabled, but that the road should ultimately remain closed. He also urged the Board to keep residents informed of matters that affect their neighborhoods.

The motion passed unanimously.

Public Comment

Mr. Salvatore announced Newtown Rotary's upcoming Pedals for Progress, which will collect used bicycles to be shipped to third world countries. Collection will take place on the morning of November 3 at the old St. Andrew's Preschool on Sycamore Street. Rotary is asking for a \$10 donation to cover costs of repairs and shipping. Rotary will be donating a dictionary to every third grade student in Council Rock School District. Rotary is also participating in a fundraising coupon book being sold by Council Rock North's choir to raise money for a trip to China. The book will offer coupons for local businesses.

Mr. Salvatore announced that the Newtown Business and Professional Association will hold a Business Expo on October 10 at the NAC. It is hosting a golf outing on September 27 at Makefield Country Club. Its monthly breakfast will be at Chandler Hall on October 23. NBPA is sponsoring a fundraising "sing" at St. Mark's Church featuring choirs on October 27.

Mrs. Crescenzo urged the Board to form a residents' traffic advisory committee rather than leaving traffic matters to the Planning Commission. She complained that some members of the Planning Commission have

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had intermittent attendance. She asked the Board to re-evaluate whether members should continue to serve on committees if they are not attending meetings regularly.

Members Comments

Mrs. Goren reported that the Board had met in executive session prior to the start of this evening's meeting to discuss matters of personnel and litigation.

Minutes Bills Lists and Reports

Minutes: *Mr. Weaver moved to accept the minutes of September 5, 2007. Mr. Calabro seconded and the motion passed 3-0-2, with Messrs. Schenkman and Jirele abstaining.*

Bills: *Mr. Schenkman moved to authorize payment of bills totaling \$376,190.53. Mr. Weaver seconded and the motion passed unanimously.*

Mr. Schenkman moved to authorize interfund transfers totaling \$169,083.90. Mr. Weaver seconded and the motion passed unanimously.

Reports of Committees Boards and Commissions

Planning Commission: Chairman Shawn Ward reported that at the Planning Commission meeting of September 18, 2007, the Planning Commission reviewed and recommended that the Board of Supervisors approve the Preliminary/Final Plan for the portion of the Melsky tract in Newtown Township for 45 homes, with 45 homes on the Upper Makefield portion, all taking access from Stoopville Road, with conditions. Among the conditions recommended are that the Board consider requiring curbs and gutters, or if Belgian blocks are used, that the streets remain private; that if Federal money is made available for Stoopville Road improvements, and traffic impact fees are not collected from Toll Brothers, that portion of the federal money equal to the Newtown Township portion of traffic impact fees be considered for Township use where needed anywhere within the Township; that inside the development three-way stop signs be used at intersections with less than 100 foot tangent approaches to the intersections; and that street lights be installed at the entrances and at the internal intersections, only.

The Commission reviewed and recommended that the Board approve Johnson Kendall Johnson's preliminary/final plan for adaptive reuse of an 11,827 square foot building, with a proposed future addition of 7,500 square feet for D-1 office use, at 109 Pheasant Run, with conditions.

The Commission reviewed and recommended that the Board grant final land development approval NAC 209 Penns Trail, with conditions.

The Commission discussed the conditional use application of Newtown Irish Pub at length, and with Chairman Ward recusing himself from discussion, recommended that the applicant consider revisions to the application to address hours of operation and number of seats and parking concerns. The applicant agreed to return for the October 2, 2007 meeting, for further review. Members of the Commission agreed that the proposed

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uses are E-5 and E-6, eating place, with alcohol sales incidental to food sales/restaurant, and that an E-17 Special Exception would not be needed.

The Commission reviewed the Zoning Hearing Board application of Kieffer & Company/Petsmart and would like to point out that throughout the Township, shopping center anchor stores have been permitted larger signs, and there was no objection to Petsmart having a larger sign, especially since the building location is set back from the road, however there was some concern about three signs for the one business at this location. On the Newtown Irish Pub, Commission members agreed that the proposed use is E-5 and E-6 – eating place, with alcohol sales incidental to food sales. There are no E-17 tavern uses in the Township, and the proposed use resembles other restaurants, such as Applebee's, an E-5 use.

The Commission passed the other four Zoning Hearing Board applications without comment.

Historic Architectural Review Board: Chairman Harriet Beckert said that the HARB had agreed to recommend approval of signage for Rockfactory, but is suggesting an index sign, placed to screen the existing PECO box. HARB would suggest two signs on either side of the PECO box.

Business owner Peter Baldes said that he was not aware that the sign was not permitted. He is not sure that the index sign would help his business. In response to questions from the Board he said that there are 5 other businesses is his location.

Mr. Schenkman moved to approve a certificate of appropriateness for signage over door for Rockfactory Ltd., 3 Cambridge Lane . Mr. Jirele seconded and the motion passed unanimously.

Mr. Schenkman moved to deny a certificate of appropriateness for Rockfactory Ltd., 3 Cambridge Lane, for a sign on Sycamore Street, subject to the condition that 2 group signs be allowed near the PECO box. Mr. Jirele seconded and the motion passed unanimously.

Jim Salamone of Cambridge Sound Studios indicated that he would be willing to participate in a group index sign, but asked who would organize the effort.

Mr. Weaver said that the Codes Department would work with tenants.

Mr. Jirele moved to approve a certificate of appropriateness for a wall sign for Cambridge Sound Studios, 1 Cambridge Lane. Mr. Weaver seconded and the motion passed unanimously.

Mr. Weaver moved to approved a certificate of appropriateness for Rite Aid, 1 Ice Cream Alley for the façade. Mr. Calabro seconded and the motion passed 4-0-1, with Mrs. Goren abstaining.

Mr. Weaver moved to approve a certificate of appropriateness for signage for Jules Thin Crust Pizza, 300 North Sycamore Street. Mr. Jirele

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seconded and the motion passed 4-0-1, with Mrs. Goren abstaining.

Mr. Jirele moved to approve a certificate of appropriateness for signage for Taste of Philly Hand Twisted Pretzels, 250 N. Sycamore Street. Mr. Weaver seconded and the motion passed 4-0-1, with Mrs. Goren abstaining.

Mr. Schenkman moved to approve a certificate of appropriateness for signage for Cosi Café, 280 N. Sycamore Street. Mr. Calabro seconded and the motion passed 4-0-1, with Mrs. Goren abstaining.

Mr. Jirele moved to approve a certificate of appropriateness for signage for First Trust Bank, 11 Durham Road subject to the condition that lights on signs other than the ATM lights would be turned off from 10:00PM to 6:00AM.. Mr. Weaver seconded.

Discussion of motion: Mrs. Beckert explained that the signs would be back lit. The ATM drive through signs would have gooseneck lighting. The ATM sign would remain lighted at all times.

Mr. Beckert said that a condition on timing of lights had not been part of the Zoning Hearing Board decision.

The motion passed 4-0-1, with Mrs. Goren abstaining.

Mr. Jirele moved to approve a certificate of appropriateness for The Carriage House, 221 N. Sycamore Street. Mr. Weaver seconded and the motion passed unanimously.

Mr. Jirele moved to approve a certificate of appropriateness for signage for Lang Ski and Scuba, 107-109 N. Sycamore Street. Mr. Weaver seconded and the motion passed unanimously.

Brian Rounsaville of the Newtown Historic Association showed a sample of the historic marker signage to be placed at various locations throughout the Township and Borough. He thanked the Township Public Works Department, which has installed the stanchions for the signs. A history detective badge program is being initiated for children who visit the various signs.

Mr. Jirele moved to approve a certificate of appropriateness for signage for historic markers at various locations. Mr. Weaver seconded and the motion passed unanimously.

Land Development

Conditional Use – Newtown Irish Pub, 240 N. Sycamore Street: Mr. Weaver moved to continue the conditional use hearing of Newtown Irish Pub to October 10, 2007. Mr. Calabro seconded and the motion passed unanimously.

Conditional Use - Bucks County Creamery and Confections, 254 N. Sycamore Street: Mr. Beckert entered the following exhibits:

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- Exhibit T1 – Advertisement of hearing
- Exhibit T2 – Proof of Advertisement
- Exhibit T3 – Notice to adjacent property owners
- Exhibit T4 – Recommendation of Planning Commission

Attorney Michael Carr represented the applicants.

Christopher Faschetti and Vincent Marinelli were sworn in.

Mr. Carr said that this is an application for an E-6 Eating Place occupying 1200 square feet in building 2B of Goodnoe's Corner Shopping Center. The shop will have 24 seats and 2 to 3 employees. The applicants agree to all conditions of the recommendation of the Planning Commission. Mr. Carr entered the following exhibits:

- Exhibit A1 – Application for Conditional Use plus attachments
- Exhibit A2 – Boucher and James letter dated August 6, 2007.

In response to Mr. Beckert's question, Mr. Marinelli said that there is to be common seating on an upstairs deck. These seats are not included in the 24 seats.

In response to Mr. Jirele's questions, Mr. Marinelli said that there would be no outdoor music. The outdoor seating is not part of his plan, as it is shared common seating with the entire shopping center. He is not sure of the exact number of common seats. He estimated that there would be four tables inside the ice cream shop and possibly four tables upstairs. As part of his lease agreement, he will clean the upstairs deck. There are no dedicated parking spaces and no drive-up window. He would agree to a condition of designating parking spaces for take-out, but had not planned on it. The business name has been changed to "Sweet Pea Creams and Confections".

In response to comments from Mr. Beckert, Mr. Carr said that his firm represents the landlord, who would be agreeable to certain designated 10 minute take-out parking spaces for the shopping center if that were required.

Mr. Schenkman said that he finds that difficult to enforce, and would rather enforce fire lane restrictions.

In response to further questions from Mr. Jirele, Mr. Marinelli said that ice cream would be made on the premises. There would be a maximum of 3 employees. He expects to need about 12 parking spaces, with peak hours between 6:00PM and 10:00PM weekdays and weekends.

Mrs. Crescenzo said that the shared parking plan presented by the shopping center owner is inconsistent with the numbers Mr. Marinelli has estimated. She asked about handicapped elevators to the upstairs deck.

Mr. Jirele said that the restaurant designated a fast food restaurant and is ADA compliant.

Mr. Weaver moved to grant conditional use approval to KLS Ryan LP and Bucks County Creamery Newtown, tenant. 254 North Sycamore Street, to

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operate an E-6 (Eating Place/Drive In Use) on the following conditions:

1. The use is approved for a E-6 Use for ice cream and confection dining and take out consisting of 1200 square feet of demised premises and 24 interior seats.
2. The owner/tenant shall provide a screened trash storage area.
3. The owner/tenant shall provide trash receptacles outside the restaurant.
4. The maximum number of employees is 3, the average is 2.
5. The hours of operation are 10:00 a.m. to 10:00 p.m., seven days a week.
6. No hazardous, flammable or explosive materials shall be stored or used in the building.
7. All loading or unloading of deliveries by tractor trailer or similar sized vehicles shall be at off hours between 10:00 p.m. and 8:00 a.m. and no deliveries of any type shall take place along Sycamore Street or Durham Road.
8. No noxious or hazardous impact shall be generated by the uses proposed.
9. Parking is found to be adequate for the use.
10. The conditional use criteria pursuant to 1301.B. of the JMZO are met by the proposed use.
11. The tenant shall submit a true and correct copy of the lease.
12. All signage shall meet Township sign requirements and a Certificate of Appropriateness shall be secured for all signage.
13. All façade and exteriors shall be subject to review and comment by the Historic Architectural Review Board and any dispute shall be resolved by the Board of Supervisors.
14. All conditions of final land development, variances and previous conditional use approvals for KLS Ryan shall be incorporated herein.
15. Outside deck seating shall be common to the entire center and shall not be deemed part of the demised premises.
16. No loud noise shall be generated on site and no music shall be permitted to be audible from the premises.
17. The premises shall be ADA compliant.
18. All review fees shall be paid.

Mr. Jirele seconded and the motion passed 4-0-1, with Mrs. Goren abstaining.

Mr. Weaver moved to close the conditional use hearing. Mr. Schenkman seconded and the motion passed unanimously.

Reports of Officials

Manager: Mr. Boyle read the following statement into the record:

"Mockenhaupt Associates has provided the 2008 Minimum Municipal Obligation reports for the Police Pension Plan, Firefighters Pension Plan and non-uniformed Employees Pension Plan. It is required by the State Auditor General that the report be submitted to and read into the minutes by a member of the Board of Supervisors by September 30, 2007.

Financial requirement and the 2008 Minimum Municipal Obligation for the Newtown Township Police Pension Plan will be \$488,207.

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Financial requirement and the 2008 Minimum Municipal Obligation for the Newtown Township Firefighters Pension Plan will be \$105,271.

Financial requirement and the 2008 Minimum Municipal Obligation for the Newtown Township Non-uniformed Employees' Pension Plan will be \$257,179."

Bid Award – Infield Rebuild – Field #4 – Helen Randle Park: *Mr. Weaver moved to accept the bid of Superior Turf & Landscaping for rebuilding of field #4 at Helen Randle Park in the amount of \$23,931.24. Mr. Schenkman seconded and the motion passed unanimously.*

Solicitor's Report: *Mr. Weaver moved to authorize advertisement of an ordinance revising the Subdivision and Land Development Ordinance relating to the requirement to provide historic resources impact study. Mr. Schenkman seconded and the motion passed unanimously.*

Mr. Weaver moved to authorize advertisement of JMZO 2007-04, rezoning 37 acres of the Woll Tract from POS to EIR. Mr. Calabro seconded and the motion passed 4-1, with Mr. Jirele voting nay.

Mr. Weaver moved to authorize advertisement of an ordinance amending Newtown Township's Traffic Ordinance to provide a four-way stop sign at North Drive and Sequoia Drive. Mr. Calabro seconded.

Discussion of motion: Mr. Watson said that a blinking light could be used to alert motorists of the new sign. If the lights bother nearby residents, signage alerting to a stop sign ahead could be used. These devices could remain in place for up to one year.

The motion passed unanimously.

Mr. Beckert informed the Board that the sellers of the Acme site, Elliott Builders, are in Chapter 11 Bankruptcy proceedings. To effectuate purchase of the property, a motion would be needed to enter into an agreement to purchase. Such agreement would be subject to the Bankruptcy Court approval.

Mr. Weaver moved to authorize Newtown Township officials to execute and agreement to take all steps necessary to effectuate purchase of the Acme site. Mr. Schenkman seconded.

Discussion of motion: Mrs. Crescenzo reviewed the history of the Acme site, noting that a committee of residents had recommended that the site be used for a community center. She said that the Township should not purchase the property, but should allow the current owners to sell it. She continued to request a community center.

The motion passed unanimously.

Mr. Beckert reviewed the following Zoning Hearing Board applications:

- Darren and Lori Aita – 16 Millstone Drive
- Michael Burns – 35 Crittenden Drive

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45/86

- Richard and Trisha Brandimarte – 1 Thornbury Lane
- Cosi Café – 104 Pheasant Run

The Board passed on these applications without comment.

Mr. Beckert reviewed the application of Newtown Irish Pub, noting that the applicant has applied for a special exception for an E-17 tavern use. The planning Commission and the Zoning Officer reviewed this application and felt that the proposed use was an E-5 eating place, and that E-17 use approval is not needed, as the sale of alcohol is incidental to the sale of food. At this point, the application still appears on the Zoning Hearing Board agenda.

Mr. Jirele moved to oppose this application, pending the conditional use hearing. Mr. Schenkman seconded.

- Mr. Fisher said that the Planning Commission had asked this applicant to return with additional information before a recommendation would be made.

The motion passed 4-0-1, with Mrs. Goren abstaining.

Mr. Beckert reviewed the Kieffer & Company/Petsmart application.

Mr. Jirele said that he would like this applicant to come to a work session to discuss the proposed signage, or if not, to send the solicitor to oppose the application.

Mrs. Goren said that she is not opposed to the signage if it is similar to that of the Petsmart at Oxford Valley Road. This store is set back from Eagle Road, so should be given some additional consideration.

Mr. Schenkman agreed that the applicant should be invited to a work session to discuss the signage.

Mr. Jirele moved to invite the applicant to a work session to discuss the signage, or if not, to send the solicitor to oppose the application. Mr. Schenkman seconded.

Discussion of motion: Mr. Fisher said that the Planning Commission questioned the need for three outdoor signs, when there is only one entrance to the store, but did not object to the larger sign for the anchor store in the shopping center.

The motion passed 4-1, with Mrs. Goren voting nay.

Mr. Beckert informed the Board that Carol Stuckley, along with other parties who had joined the Holt validity challenge before the Zoning Hearing Board has filed an action in mandamus in the Court of Common Pleas of Bucks County. Joined as defendants are Newtown Township, Upper Makefield Township and Newtown Township Zoning Hearing Board.

Mr. Jirele moved to authorize the solicitor to defend the position of the

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Township. Mr. Weaver seconded and the motion passed unanimously.

Engineer's Report: Mr. Jirele moved to authorize signing of Mylars for Lang Ski and Scuba 107-109 N. Sycamore Street. Mr. Weaver seconded and the motion passed unanimously.

Mr. Schenkman moved to authorize escrow release for Newtown Walk in the amount of \$179,794.62. Mr. Calabro seconded and the motion passed unanimously.

Mr. Weaver moved to authorize escrow release for the Villas in the amount of \$182,579.05. Mr. Calabro seconded and the motion passed unanimously.

Mr. Weaver moved to authorize escrow release for Blacksmith 161 in the amount of \$43,880.47. Mr. Jirele seconded and the motion passed unanimously.

Mr. Weaver moved to authorize escrow release for Delancey Court in the amount of \$150,463.80. Mr. Calabro seconded and the motion passed unanimously.

Public Comment: Mrs. Crescenzo asked the Board to address attendance at meetings by Planning Commission members.

Mr. Jirele said that this is a matter for discussion at executive session.

Mrs. Crescenzo asked whether the Board would be appointing two new members to the Environmental Advisory Council.

Mr. Schenkman said that there have been no applicants for the opening. He suggested that the opening be placed on the Township Web site.

In response to Mrs. Crescenzo's request that a residents' traffic advisory committee be formed, Mr. Schenkman said he would prefer to discuss this at a work session.

Mr. Jirele said that he is not sure that a committee is necessary, but perhaps a change in the current method of addressing traffic concerns should be investigated.

Without objection the meeting adjourned at 2:05 AM.

Respectfully Submitted:

Mary Donaldson, Recording Secretary

Attest:

John Boyle, Acting
Township Manager

Anne Goren, Chairman

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Phillip Calabro, Vice-Chairman

Jerry Schenkman, Secretary/Treasurer

Thomas Jirele, Member

Richard Weaver, Member

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**PETITIONS
BY
SWAMP ROAD RESIDENTS GROUP**

SEPTEMBER 2007

PETITIONS CONTACTS

Moe Sood, Colonial Commons, Newtown

Mickey Darrah, Wrightstown

John Selitto, Nob Hill, Newtown

Nina Gilmartin, Rushland

**SWAMP ROAD COMMUNITIES
DIFFERENT BUT UNITED FOR A
SAFER AND BETTER PLACE TO LIVE**

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49/86

To whom it may concern,

This booklet contains petitions that have been signed by hundreds of residents that live along Swamp Road in Newtown and Wrightstown. Residents wish to express their displeasure and disappointment with PennDOT's plan for widening Swamp Road.

Although the petitions from each community may present slight differences in their suggested solutions to the issues, all have common threads that bind the homeowners together. That is safety of residents and drivers, excessive speed that would result from a wider and straighter road, and the destruction of quality of life that homeowners are already starting to experience due to the tremendous number of quarry trucks twenty-four hours a day!

All of the homeowners that have signed these petitions are trusting that their elected officials will take the time to stop and listen to their cries for help and will evaluate the impact the PennDOT proposed plan will have on the community and the quality of their personal lives as they raise their families along this country roadway.

Thank you for taking the time to look through this booklet and for appreciating the impact this proposed plan will have on each and every one of the families living on or near this country roadway.

Respectfully submitted by the members of the Swamp Road Residents Group

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50/86

**Swamp Road Improvements Project
 Petition By Colonial Commons Residents
 Against Increasing The Capacity Of Swamp Road
 For Reducing Speed To Make Swamp Road Safer**

- A) This petition and recommendations is limited to the portion of the Swamp Road between route 413 and Worthington Mill Road.
- B) Petitioners are also working with residents in other Swamp Road communities to adopt a larger Swamp Road community view which includes fair distribution of traffic on all roads.
- C) Petitioners are opposed to 2007 Pendot proposal as well as the proposal in the 2002 Urban Engineers Study for increasing the CAPACITY of Swamp Road by widening it. Swamp Road encompasses residential neighborhoods and a college in a rural setting. Except for a few brief rush periods, Swamp Road is under utilized and free of traffic congestion. Thus increasing the capacity either per the Pendot proposal or per the Urban Engineers proposal is not justified.
- D) The key problem on Swamp Road is LACK OF SAFETY DUE TO HIGH TRAFFIC SPEED. The speed is unsafe for children in residential neighborhoods along side Swamp Road. The speed is also unsafe for the traffic mix that consists of large trucks, college students, residents, and pets.
- E) Petitioners are petitioning to RIGHT SIZE the improvement project and save tax payer dollars. With detailed first hand knowledge of the traffic patterns, the petitioners are proposing FIVE LOW COST IMMEDIATE ACTIONS. These actions are sufficient to improve safety on the Swamp Road between highway 413 and Worthington Mill Road.

1. Add 4-way stop at the entrance to Colonial Commons. This will reduce traffic speed and make the road safer. It will also allow College and Colonial Commons people in cars as well as on foot to exit on to and cross Swamp Road safely and in reasonable time.
2. Add a stop sign on Swamp Road at the Twining Bridge intersection to eliminate the safety risk posed by the lack of sufficient sight distance.
3. Retain the 4-way stop at Worthington Mill Road.
4. Remove the landscape bushes on the college property that obstruct the view of drivers exiting the college from the entrance across from Colonial Commons entrance.
5. Add a new third entrance to the college down the hill from the entrance to Colonial Commons towards the end of the college property. This would streamline the flow of car and pedestrian traffic and improve student safety inside the college. It will also reduce congestion at the Colonial Commons entrance.

Signature Page 1

NO.	NAME	SIGNATURE	DATE
1	Moe Sood	Moe Sood	6/6/07
2	Jim Luch	James Luch	6/7/07
3	Mary Lisan	Mary Lisan	6/6/2007
4	Sonja Lengal	Sonja Lengal	6/13/07
5	Judy Harvey	Judy Harvey	6/6/07
6	GENE BUKOWSKI	Gene Bukowski	6/6/07
7	FRISH BUKOWSKI	Frish Bukowski	6/6/07
8	SARAA BUKOWSKI	Sara Bukowski	6/6/07
9	Paula Teixeira	Paula Teixeira	6/6/07
10	Isabel Teixeira	Isabel Teixeira	6/6/07
11	DAUC ARNOLD	Dauc Arnold	6/6/07

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5/86

Swamp Road Improvements Project
 Petition By Colonial Commons Residents
 Against Increasing The Capacity Of Swamp Road
 For Reducing Speed To Make Swamp Road Safer

Signature Page 2

Printed Name	Signature	Date
12 JEFFREY HARVEY	JEFFREY HARVEY	06-06-07
13 Jodi Arnold	Jodi Arnold	6-06-07
14 Rupal Patel	Rupal Patel	06/06/07
15 Jignesh Patel	Jignesh Patel	06/06/07
16 Arvind Patel	Arvind Patel	06/06/07
17 Neil Patel	Neil Patel	06/06/07
18 Meena Patel	Meena Patel	06/06/07
19 Mark W Goldman	MARK W GOLDMAN	6/6/07
20 Sarah Rapaport	Tara + Rapaport	6/6/07
21 DONNA RAPAPORT	DONNA J. RAPAPORT	6-6-07
22 Alyssa Rapaport	Alyssa Rapaport	6-6-07
23 JOHN MIERNICKI	John Miernicki	6-6-07
24 Glendolyn Newmuis	Glendolyn Newmuis	06-06-07
25 Philip S. Newmuis	Philip S. Newmuis	6-6-07
26 Philip Newmuis, Jr	Philip Newmuis, Jr.	6-6-07
27 Jonathan Newmuis	Jonathan Newmuis	6-6-07
28 Joyce S Killman	Joyce S Killman	6-6-07
29 Kenneth Ford	Kenneth Ford	6-7-07
30 MARTIN LISON	Martin Lisson	6-7-07
31 Telena & Leon Shimurak	Telena & Leon Shimurak	6/7/07
32 Lisa Lima	Lisa Lima	6/7/07
33 John Lima	John Lima	6/7/07
34 Salvador LaMarta	Sal LaMarta	6/7/07
35 Amy LaMarta	Amy LaMarta	6/7/07
36 GARY L. STANLEY	GARY L. STANLEY	06/07/07
37 PAMELA S. STANLEY	PAMELA S. STANLEY	06/07/07
38 Robin W. Kluck	Robin W. Kluck	6/7/07
39 Terry Kluck	Terry Kluck	6/7/07
40 Jessica Kluck	Jessica Kluck	6/7/07
41 GREGORY J. GORLEY	GREGORY J. GORLEY	6-7-07
42 Susan B Guly	Susan B Guly	6-7-07
43 Gregory J. Gorley	GREGORY J. GORLEY	6-7-07
44		6-7-07

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Swamp Road Improvements Project
 Petition By Colonial Commons Residents
 Against Increasing The Capacity Of Swamp Road
 For Reducing Speed To Make Swamp Road Safer

Whitney M.

Signature Page 3

Printed Name	Signature	Date
45 Robert Skillman	Robert Skillman	6/6/07
46 Tony DiBartolo	Tony DiBartolo	6-7-07
47 Ross DiBartolo	Ross DiBartolo	6-7-07
48 Rachel DiBartolo	Rachel DiBartolo	6-7-07
49 Anne DiBartolo	Anne DiBartolo	6/7/07
50 Sergey Murychichin	S. Murychichin	6/7-07
51 Natalia Murychichin	S. Murychichin	6/7-07
52 Regina Murychichin	S. Murychichin	6.7.07
53 Maria Kulczytzky	Maria Kulczytzky	6-7-07
54 Andrew Kulczytzky	Andrew Kulczytzky	6-7-07
55 Anastasia Kulczytzky	Anastasia Kulczytzky	6-7-07
56 Amanda McCaulley	Amanda McCaulley	6-7-07
57 Lorie Morrell	LORIE MORRELL	6-7-07
58 WALTER MORRELL	Walter Morrell	6-7-07
Robert Morrell	Robert Morrell	6-7-07
Diane Morrell	Diane Morrell	6-7-07
Stephanie Arnold	Stephanie Arnold	6-7-07
Sen. Arnold	Sen. Arnold	6-7-07
Lisa Lieberson	Lisa Lieberson	6-7-07
Dan Farney	Dan Farney	6/7/07
Roseann Schmidt	Roseann Schmidt	6-7-07
Howard Wood	Howard Wood	6/7/07
CHARLES SCHMIDT	Charles Schmidt	6-7-07
ANNA MARIE SCHMIDT	Anna Marie Schmidt	6/7/07
LORRAINE MCGEE	Lorraine McGee	6-7-07
SUZANNE GENTILE	Suzanne Gentile	6-7-07
ANTHONY GENTILE	Anthony Gentile	6-7-07
STEVEN GENTILE	Steven Gentile	6-7-07
CHRISTINE GENTILE	Christine Gentile	6-7-07
DAVID GENTILE	David Gentile	6-7-07
MICHAEL GENTILE	Michael Gentile	6-7-07
ALICE RUDIS	Alice Rudis	6-7-07
THOMAS PARFIELD	THOMAS	6-7-07

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Swamp Neck Improvement Project
 Project by Columbia River
 General Increasing Capacity of Swamp
 for Reducing Speed to Help Swamp PL High

78.	Jay B. Dieberson	Jay B. Dieberson	6/7/07
79.	O.P. Flint	O.P. Flint	6/7/2008
80.	Monica Flint	Monica Flint	6/7/07
81.	Carol Kaplan	Carol Kaplan	6/7/2007
82.	John McMenamin	John McMenamin	6/7/07
83.	John McMenamin	John McMenamin	6/7/07
84.	Dennis C. Eng	Dennis C. Eng	6/2/07
85.	Catherine A. Eng	Catherine A. Eng	6/7/07
86.	Carolyn Rafferty	Carolyn Rafferty	6/7/07
87.	Cindy Cohen	Cindy Cohen	6/2/07
88.	Robin Miller	Robin Miller	6/7/07
89.	Cliff Miller	Cliff Miller	6/7/07
90.	David Miller	David Miller	6/7/07
91.	Genna Miller	Genna Miller	6/2/07
92.	Deena Miller	Deena Miller	4/1/07
93.	Kathy Cokenakes	Kathy Cokenakes	6/7/07
94.	Michael Cokenakes	Michael Cokenakes	6/7/07
95.	George Cokenakes	George Cokenakes	6/7/07
96.	Stephanie Cokenakes	Stephanie Cokenakes	6/7/07
97.	Paul Bondy	Paul Bondy	6/7/07
98.	Mike Conroy	Mike Conroy	6/7/07
99.	Sandy Basseches	Sandy Basseches	6/7/07
100.	Kali Biersbaum	Kali Biersbaum	6/8/07
101.	Rita Forrest	Rita Forrest	6/8/07
102.	Robert Forrest	Robert Forrest	6/7/07
103.	MARK DFL Rossi	MARK DFL Rossi	6/7/07



104 ~~Cooper Robb~~ Cooper Robb 6-10-07

105 ~~Carol Carter~~ Carol Carter 6-10-07

106 Andrea Bierbaum ANDREA BIERNBAUM 6-10-07

107 Barry Bierbaum BARRY BIERNBAUM 6-10-07

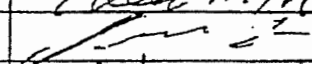
108 Paul Losch Paul Losch 6/10/07

109 Lynn Losch Lynn Losch 6/10/07

Swamp Road Improvements Project
 Petition By Colonial Commons Residents
 Against Increasing The Capacity Of Swamp Road
 For Reducing Speed To Make Swamp Road Safer

6

Signature Page 4

	Printed Name	Signature	Date
10	Elizabeth Leisbowitz	Elizabeth Leisbowitz	6/7/07
11	Eileen MACK	Eileen M Mack	6-7-07
2	LEON MELAMUD		6-7-07
3	RITA MELAMUD	Rita Melamud	6-7-07
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Swamp Road Improvements Project
 Petition By Colonial Commons Residents
 Against Increasing The Capacity Of Swamp Road
 For Reducing Speed To Make Swamp Road Safer

Signature Page 7

Printed Name	Signature	Date
114 Phyllis Sambar	Phyllis Sambar	6/11/07
115 Nate Sambar	Nate Sambar	6/11/07
116 Will Sambar	Will	6/11/07
117 Jim Seaman	James Seaman	6/4/07
118 Donna Seaman	Donna Seaman	6/11/07
119 Jiansheng Gong	Jiansheng Gong	6/11/07
120 Rengue Kang	Rengue Kang	6/11/07
121 JOSEPH F. KORN	Joseph F. Korn	6/4/07
122 ANN F. KORN	Ann F. Korn	6/4/07
123 CAROLYN A. DRYZGA	Carolyn A. Dryzga	6/12/07
124 Anthony S. Pachuta	Anthony S. Pachuta	6-12-07
125 DEBORAH G. PACHUTA	Deborah G. Pachuta	6/12/07
126 William B. Smigo	William B. Smigo	6/12/07
127 Theresa Smigo	Theresa Smigo	6/12/07
Taylor Smigo	Taylor Smigo	6/12/07
129 Billy Smigo	Billy Smigo	6/12/07
130 Alex Smigo	Alex Smigo	6/12/07
131 MAHENDRA MODY	Mahendra Mody	6/13/07
132 Kalpana Mody	Kalpana Mody	6/13/07
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Swamp Road Improvements Project
 Petition By Colonial Community Residents
 Against Increasing The Capacity Of Swamp Road
 For Reducing Speed To Make Swamp Road Safer

Signature Page 5

Printed Name	Signature	Date
33 ## William, E. Forshtoffer	<i>William E. Forshtoffer</i>	June 9, 2007
34 ## Allen Shum Murek	<i>Allen Shum Murek</i>	6/11/07
35 ## Vikas Sood	<i>Vikas Sood</i>	6/13/07
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Swamp Road Improvements Project
 Petition By Colonial Commons Residents
 Against Increasing The Capacity Of Swamp Road
 For Reducing Speed To Make Swamp Road Safer

Signature Page 7

No.	Printed Name	Signature	Date
136	Budd Woodhead	Robert L. Woodhead	8/4/07
137	Ken Leibowitz	Ken Leibowitz	8/4/07
138	Todd Kunkel	Todd Kunkel	8/16/07
139			
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59/86

Swamp Road Improvements Project
Petition By Residents From Twining Bridge To Davis Feed Mill
Against Increasing The Capacity Of Swamp Road
For Reducing Speed To Make Swamp Road Safer
Provide Shoulders To Make The Road Safer

- A) This petition and recommendations is limited to the portion of the Swamp Road between Twining Bridge Road & Davis Feed Mill.
- B) Petitioners are also working with residents in other Swamp Road communities to adopt a larger Swamp Road community view which includes fair distribution of traffic on all roads.
- C) Petitioners are opposed to 2007 Pendot proposal as well as the proposal in the 2002 Urban Engineers Study for increasing the CAPACITY of Swamp Road by widening it. Except for a few brief rush periods, Swamp Road is under utilized and free of traffic congestion. Thus increasing the capacity either per the Pendot proposal or per the Urban Engineers proposal is not justified. Instead the integrity of the country road needs to be retained.
- D) The key problem on Swamp Road is LACK OF SAFETY DUE TO HIGH TRAFFIC SPEED AND LACK OF SHOULDERS. The speed is unsafe for children in residential neighborhoods along side Swamp Road. The speed is also unsafe for the traffic mix that consists of large trucks, college students, residents, horse back riders, and pets.
- E) Petitioners are petitioning to RIGHT SIZE the improvement project and save tax payer dollars. With detailed first hand knowledge of the traffic patterns, the petitioners are proposing the following LOWER COST ACTIONS for improving safety on the Swamp Road.
1. Provide a 4 foot paved shoulder on one side of the road that will have the least impact on people's homes.
 2. Add a stop sign on Swamp Road at the Twining Bridge intersection to eliminate the safety risk posed by the lack of sufficient sight distance and calm the traffic.
 3. At the horse farm, add a new horse crossing. The crossing should have a traffic signal that can be activated by people either riding or walking the horses.
 4. Retain the 4-way stop at Worthington Mill Road.
 5. Retain the current roadway design including the stop signs at Penn Park and Mill Creek Roads.

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Swamp Road Improvements Project
Petition By Residents From Twining Bridge To Davis Feed Mill,
Against Increasing The Capacity Of Swamp Road
For Reducing Speed To Make Swamp Road Safer
Provide Shoulders To Make The Road Safer

Signature Page 1

Printed Name	Signature	Date	Address
1 Steven Young	<i>Steven Young</i>	8/5/07	Hollybrook PA
2 Andrea Green	<i>Andrea Green</i>	8-5-07	Fairview Circle
3 Elaine Young	<i>Elaine Young</i>	8-5-07	Hartfield, PA
4 Ahyane Scott	<i>Ahyane Scott</i>	8-5-07	Lansdale, PA 19146
5 BOB KRISHNER	<i>Bob Krisher</i>	8-5-07	Holland, PA 18106
6 MARY COSMO	<i>Mary Cosmo</i>	8/5/07	1000 Swamp Rd
7 MIKE COSMO	<i>Mike Cosmo</i>	8/5/07	1000 Swamp Rd
8 Kristina Hartley	<i>Kristina Hartley</i>	8/5/07	147 Spring Ave, Holland
9 CALEB MAUER	<i>Caleb Mauer</i>	8/5/07	628 Swamp Rd, Newton
10 Joyce Miller	<i>Joyce Miller</i>	8/5/07	623 Swamp Rd, Newton
11 Kathleen Shinn	<i>Kathleen Shinn</i>	8/5/07	Katherine Shinn
12 JOY SHINN	<i>Joy Shinn</i>	8-5-07	625 Swamp Rd.
13 Ken Cook	<i>Ken Cook</i>	8-5-07	605 Swamp Rd
14 June Cook	<i>June Cook</i>	8-5-07	605 Swamp Rd
15 SCOTT ASHLEY	<i>Scott Ashley</i>	8-5-07	1405 Hamilton Trenton NJ
16 PABY PERSHORE	<i>Paby Pershore</i>	8-5-07	1833 Zitter Ave Bristol PA 19007
17 RUTH BATES	<i>Ruth Bates</i>	8-5-07	893 Second St. Trenton, NJ 08611
18 JAMES H. TAYLOR	<i>James H. Taylor</i>	8-6-07	FAIRLESS HILLS PA 19030
19 GENE DARRAH	<i>Gene Darrah</i>	8-6-07	4545 SWAMP Rd Wrightstown
20 MARYANNE E. WIDENMAYER	<i>Maryanne Widenmayer</i>	8-7-07	1085 Reading br. Landry PA 19067
21 TINA M. BUISIO	<i>Tina Buisio</i>	8-7-07	1085 Reading br. Landry Pa. 19067
22 MICHAEL DARRAH	<i>Michael Darrah</i>	8/7/07	454 Swamp Rd
23			
24			
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6/1/86

Swamp Road Improvements Project
Petition By Residents From Twining Bridge To Davis Feed Mill
Against Increasing The Capacity Of Swamp Road
For Reducing Speed To Make Swamp Road Safer

Signature Page 2

Printed Name	Signature	Date	Address
26 DEE RUSSELL	[Signature]	8/3/07	
27 Theresa Ungarini	[Signature]	8/3/07	317 DORRANCE ST BRISTOL PA 19007
28 Lisa Goscinsky	[Signature]	8/4/07	WRIGHTSTOWN, PA
29 Kim Brunnquell	[Signature]	8/4/07	114 Walker Rd Washington Crossing PA
30 [Name]	[Signature]	8/4/07	N.J.
31 [Name]	[Signature]	8/4/07	114 WALKER RD WASHINGTON CROSSING PA
32 [Name]	[Signature]	8/4/07	234 Garden Ave Quakertown Pa
33 [Name]	[Signature]		
34 Douglas Bishop	[Signature]	8/4/07	274 Garden Ave Horist n
35 Cynthia Sharp	[Signature]	8/4/07	441 Washington Mill rd Richboro PA
36 Jane Tyson	[Signature]	8/4/07	3224 Manor Rd. Huntingdon PA 19001
37 Cindy DeKraft	[Signature]	8-4-07	621 Atkinson Ln Langhorne, PA 19047
38 Nick Olivieri	[Signature]	8-4-07	Witley, N.J.
39 Steve Gold	[Signature]	8/4/07	9531 CHATEL RD RICHBORO PA 18954
40 [Name]	[Signature]	8/4/07	415 HINDALE AVE HAMMILTON, NJ 08610
41 Anita Litz	[Signature]	8/4/07	1304 magnolia Ave Croydon PA 19021
42 Tabitha Lopresti	[Signature]	8/4/07	3742 W Walnut St ALVETOWN, PA 18041
43 Carrie McGarty	[Signature]	8/3/07	100 [Address] Levittown, PA 19056
44 [Name]	[Signature]	8-5-07	451 Swamp Rd Newtown PA 18940
45 Mary Lloyd	[Signature]	8-5-07	273 DOOLEY CT BEAVERLEIGH PA 19026
46 Nikki Yager	[Signature]	8/5/07	633 Cedar St
47 Penelope Dixon	[Signature]	8/5/07	730 Cypress Rd Warrington Pa 18974
48 Roberta Peirce	[Signature]	8/5/07	1832 grant Ave. Phila. Pa
49 BRAD MUNKER	[Signature]	8/5/07	1570 East Elm Av PA 19115
50 Karen Young	[Signature]	8/5/07	286 Memorial S. PA

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Swamp Road Improvements Project
Petition By Residents From Twining Bridge To Davis Feed Mill
Against Increasing The Capacity Of Swamp Road
For Reducing Speed To Make Swamp Road Safer

Signature Page 3

Printed Name	Signature	Date	Address
51	<i>[Signature]</i>	8-4-07	Croydon PA
52	<i>[Signature]</i> Tom Litz	8-4-07	1304 Magnolia Ave Croydon
53	<i>[Signature]</i> Jennifer Musil	8-5-07	937 Penn Parc Rd
54	<i>[Signature]</i> Bob Krystofolski	8-5-07	30 SHELTON LANE LANGHORNE
55	<i>[Signature]</i> John Hamman	8-5-07	1300 Magnolia Ave Croydon
56	<i>[Signature]</i> JENNIFER LITZ	8-5-07	722 ^{6th Ave} CROYDON
57	<i>[Signature]</i> Linda Shaffer	8-7-07	1207 Magnolia Ave
58	<i>[Signature]</i> Vito Carona	8-7-07	2349 Bowman Ave
59	<i>[Signature]</i> Dorothy Carona	8-7-07	2349 Bowman Ave
60	<i>[Signature]</i> ESTELLA FARRAH	8-7-07	Swamp Rd, WPA
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341/372

63/86

Swamp Road Improvements Project
Petition By Residents From Twining Bridge To Davis Feed Mill
Against Increasing The Capacity Of Swamp Road
For Reducing Speed To Make Swamp Road Safer

Signature Page 5

Printed Name	Signature	Date	Address
101 JAMES BARRY	<i>[Signature]</i>	8/6/07	1245 Rockwood Rd #204 Trenton NJ 08659
102	<i>[Signature]</i>		
103 DANN STANTON	<i>[Signature]</i>	8/7/07	Riverside NJ
104 Sieglinde Becker	<i>[Signature]</i>	8/7/07	250 Oakleaf Lane Kokoi
105 Andrew Fianco	<i>[Signature]</i>	8-7-07	1000 1000 1000
106 Dawn News	<i>[Signature]</i>	8-6	1000 1000 1000
107 CYNTHIA BECKER	<i>[Signature]</i>	8-7-07	1000 1000 1000
108 Shannon Longman	<i>[Signature]</i>	8/7/07	Wrightstown, NJ
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343/372

65/86

Swamp Road Improvement Project Nob Hill Homeowners Association Petition

We, the undersigned residents of Nob Hill Homeowners Association, wish to express our dissatisfaction with PennDOT's proposed plan to increase the lane and shoulder widths of Swamp Road to over forty (40) feet as well as other proposed road changes that we believe will result in increased vehicle speed, commuter traffic and quarry truck volume.

We support any and all efforts by local municipalities, County and State elected officials and planning commissions that will distribute the volume of quarry trucks equally between Lindenhurst, Stoopville, and Swamp Roads, as well as Route 413, and thereby improve the quality of life issues currently impacting residents of the Nob Hill Development.

Efforts to introduce traffic calming measures onto Swamp Road that result in lower vehicle speeds are supported. We also encourage PennDOT to take Tyler State Park land and not Nob Hill common ground into consideration for any road widening that does take place.

RESIDENTS NAME (Printed)	STREET ADDRESS (NEWMARTIN)	RESIDENTS SIGNATURE	DATE SIGNED
1. Dawn Paralis	6 Colonial Dr.	<i>Dawn Paralis</i>	7/25/07
2. Barbara Lansing	6 Colonial Dr.	<i>Barbara Lansing</i>	7-25-07
3. Ellis Katz	7 Colonial Dr.	<i>Ellis Katz</i>	7/25/07
4. Jackie Katz	7 Colonial Dr.	<i>Jackie Katz</i>	7/25/07
5. Linda Jaggard	1 Colonial Dr.	<i>Linda Jaggard</i>	7/29/07
6. Ann Barth	1 Colonial Dr.	<i>Ann Barth</i>	7/29/07
7. Peter Jaggard	1 Colonial Dr.	<i>Peter Jaggard</i>	7/29/07
8. Trudy Tucker	34 Colonial Dr.	<i>Trudy Tucker</i>	7/29/07
9. Dennis J. Tucker	34 Colonial Dr.	<i>Dennis J. Tucker</i>	7/29/07
10. <i>[Signature]</i>	43 Colonial Dr.	DENNIS FISHER	7/29/07
11. <i>[Signature]</i>	43 Colonial Dr.	DENNIS FISHER KAREN	7/29/07

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NO.	NAME	ADDRESS	NAME	DATE
12	SERGE STAVISKY	83 Colonial Dr.	Serge Stavisky	7/29/07
13	Melody Stavisky	83 Colonial Dr.	Melody M. Stavisky	7/29/07
14	Carol Partridge	91 Colonial	Carol or Partridge	7/29/07
15	CHAS RAPP	6 PENNS WOODSIDE	J. M.	7-29-07
16	Jim Appel	6 Pennwood Dr	Jim Appel	7/29/07
17	STEVEN APPEL	1 PENNSWOOD	Steven Appel	7-29-07
18	DEBBIE APPEL	1 PENNSWOOD	DEBBIE APPEL	7-29-07
19	Juanita Santiago	137 Colonial	Juanita Santiago	7/29/07
20	Miguel A. Santiago	137 Colonial	Miguel A. Santiago	7/29/07
21	Alba Pasquini	155 Colonial	Alba Pasquini	7/29/07
22	Jon Pasquini	155 Colonial	Jon Pasquini	7/29/07
23	Ken Amb	176 Colonial	Ken Amb	7/29/07
24	Gene Santarosa	140 Colonial Dr.	Gene Santarosa	7/29/07
25	Yvonne	105 Colonial	Yvonne	7/29/07
26	Wm Wack	135 Pennwood	Wm Wack	7/29/07
27	Dr. Matt Wasson	138 Pennwood Dr.	Dr. Matt Wasson	7/29/07
28	Joseph Scarpa	13 Colonial Dr.	JOSEPH SCARPA	8/6/07
29	Mariann Scarpa	13 Colonial	MARIANN SCARPA	8/6/07
30	Frank S. Guarnieri	29 Colonial	FRANK S. GUARNIERI	8/6/07
31	Les A. Prody	51 Colonial	LES A. PRODY	8/6/07

POST OFFICE BOX NO.	NAME	STREET ADDRESS	RESIDENTIAL PHONE NO.	DATE
32	Paula M. White	71 Colonial Dr	Paula M White	8/6/07
33	Jeff Naticchia	86 Colonial Dr	Jeff Naticchia	8/6/07
34	Justina Vilella	90 Colonial Dr	Justina Vilella	8.6.07
35	Carlos Vilella	90 Colonial Dr	Carlos Vilella	8/6/07
36	Christine Smith	98 Colonial	CHRISTINE SMITH	8/16/07
37	Michael G. Smith	98 Colonial	Michael G. Smith	8/6/07
38	Alan Lynn	122 Colonial	Alan Lynn Fisher	8/7/07
39	Anna M Lynn	173 Colonial	Anna M Lynn	8/6/07
40	Jan Pasqua	155 Colonial Dr	Jan Pasqua	8/02/07
41	John Lynn	173 Colonial Dr	John Lynn	8/06/07
42	MARTA DICKER	158 COLONIAL DR	MARTA DICKER	8/02/07
43	Sergio	158 Colonial Dr	Sergio	8/02/07
44	Rafael Fossa	126 Peninsula	Rafael Fossa	8/6/07
45	Richard Lynn	108 Peninsula	Richard Lynn	8/6/07
46	Gregory Helen Salazar	74 Colonial Dr	Gregory Helen Salazar	8/6/07
47	Maria Calvo	60 Colonial Dr	Maria Calvo	8/6/07
48	Walter G. G. G.	72 Colonial	WALTER G. G. G.	8/6/07
49	Walter G. G. G.	72 Colonial	WALTER G. G. G.	8/6/07
50	DAVID KORENSTEIN	60 COLONIAL DR	DAVID KORENSTEIN	8/6/07
51	MARIE ANNE HARTWETT-LUNDBERG	52 COLONIAL	MARIE ANNE HARTWETT-LUNDBERG	8-06-07

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57.	John (BND) (HAW)	12 Colonial Dr	John (BND) (HAW)	8/2/07
58.	Donna Kenihan	12 Colonial Dr	Donna Kenihan	8/2/07
59.	Laurie Selitto	57 Colonial Dr	Laurie Selitto	8/7/07
60.	John A. Selitto	57 Colonial Dr	John A. Selitto	8/7/07
61.	Kathleen Barbato	65 Colonial Dr	Kathleen Barbato	8/27/07
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- 52. James Lundberg 52 Colonial Dr. 8/6/2007
- 53. Barry Levy(?) 20 Colonial Dr. 8/6/07
- 54. Khara Levy " 8/6/07
- 55. Domenic Geatite 2 Colonial Dr. 8/6/07

→ They appear on next page

RESIDENT'S NAME (PRINT)	STREET ADDRESS	RESIDENT'S SIGNATURE	DATE
52. James Lundberg	52 Colonial Ave	<i>[Signature]</i>	8/06/2007
53. Barry Levy	20 COLONIAL DR	<i>[Signature]</i>	8/06/07
54. KHARA LEVY	20 COLONIAL DR	<i>[Signature]</i>	8/6/07
55. DOMINIC GOSKILL	2 Colonial Dr	<i>[Signature]</i>	8/6/07

348/372

70/86

Swamp Road Improvement Project

Petition By Rushland Residents

We, the undersigned, wish to express our dissatisfaction with PennDOT's proposed plan to increase the lane and shoulder widths as other proposed road changes that we believe will result in increased vehicle speed, commuter traffic, and quarry truck volume. As well as the safety for our children and quality of life concerns.

We support any and all efforts made not to increase the lane and shoulder width's and to have the quarry truck traffic distributed evenly between Lindenhurst, Stoopville, Route 413 and Swamp Rd.

Efforts to introduce traffic calming measures onto Swamp Road that result in lower vehicle speeds are supported.

<u>Printed Name</u>	<u>Signature</u>	<u>Date</u>
1. Nina Gilmartin	<i>Nina Gilmartin</i>	7/16/07
2. Daniel Gilmartin	<i>Dan Gilmartin</i>	07-17-07
3. Roberta Jones	<i>Roberta Jones</i>	7/18/07
4. Richard Myers	<i>Richard Myers</i>	7-21-07
5. Beverly H. Wilson	<i>Beverly H. Wilson</i>	7/23/07
6. ALBERT A WILSON	<i>Albert A Wilson</i>	7/23/07
7. KENNETH R COOK	<i>Kenneth R Cook</i>	7/23/07
8. HARRIET BARSKY	<i>Harriet Barsky</i>	7/23/07
9. HARRY BARSKY	<i>Harry Barsky</i>	
10. George VAN DER HORN	<i>George Van Der Horn</i>	7/23/07
11. MARK SHARLIN	<i>Mark Sharlin</i>	7/24/07
12. June Cook	<i>June Cook</i>	7/28/07
13. Maria Syka	<i>Maria Syka</i>	7/25/07
14. Tom Percelli	<i>Tom Percelli</i>	7/31/07
15. MARTIN & JO ANN BALLEW	<i>Martin & Jo Ann Ballew</i>	7/31/07
16.		
17.		
18.		
19.		

**Newtown Township
Board of Supervisors Work Session
October 15, 2007**

Members Present: Anne Goren, Chairman; Philip Calabro, Vice Chairman; Jerry Schenkman, Secretary/Treasurer; Richard Weaver, Member; Tom Jirele, Member; Paul Beckert, Solicitor; John Boyle, Acting Township Manager and Matthew Johnston, Engineer.

Also Present: H. Joseph Phillips, George J. Donovan AIA & Associates; James M. Linske, George J. Donovan AIA & Associates; Theresa Katalinas, Bucks County Courier Times; Dave Sanders; Various Newtown residents including Nickki Parlet, John Sties, Nancy Crescenzo, Jay Sensibaugh, Jen Dix, John D'Aprile, Dennis Fisher, Nancy Yasalonis, Ethel Hibbs and Mike Gallagher.

Call to Order: Chairman Goren called the meeting to order at 8:13 P.M.

Chairman Goren advised that prior to calling tonight's meeting to order the Board of Supervisors met in Executive Session to discuss matters of personnel, land acquisition and litigation. She also advised that the Board will be voting to retain Joe Czajkowski as the Township Manager at the next meeting on October 24, 2007, he will start in that position on December 10, 2007.

Traffic Safety Resolution – Swamp Road – Proposed by Swamp Road Residents Group

The Supervisors discussed the proposed Traffic Safety Resolution for Swamp Road, various documents were provided for their review.

Mr. Johnston advised the Supervisors with regards to the Resolution proposed by the Swamp Road Residents Group. He discussed line item 1 and advised that he would not recommend removing the Swamp Road corridor improvement project from the report but he would recommend that the quality of life issues along Swamp Road be recognized in the report and that the report support context sensitive design solutions to address the quality of life issues as well as safety and mobility issues along with the project. He defined what he means by sensitive design solutions. He discussed the re-evaluation for the reclassification of the roadway. He advised that currently reclassification of the roadway itself would not make Swamp Road eligible for traffic calming and on the PennDot qualifications. He discussed line item 2 and advised that it is not a Traffic Engineering aspect, but he did not see any concerns with that item. He discussed line item 3 and advised that the proposed project does not increase capacity. He advised that he has no concerns with regards to line item 4. He discussed line items 5, 6 & 7 and recommended that those items be evaluated. He

advised that stop signs should not be used for traffic calming and explained why. He advised that Pennoni has begun researching the Twining Bridge intersection.

Mr. Jirele commented with regards to the original PennDot plan and the entrance of the Colonial Commons. Mr. Johnston suggested a traffic signal be researched rather than a stop sign.

Mr. Schenkman thanked Mr. Johnston for his input.

Mr. Fisher discussed the September 26, 2007 Supervisors meeting and the recommendation to reject the current PennDot Swamp Road Improvement Plan, but still consider improvements to the roadway.

Mr. Johnston agreed that the Township should still continue to address the concerns on Swamp Road.

Mr. Fisher discussed the Bucks County Regional Traffic Study.

Mr. Jirele questioned what the Board's next steps should be.

Mr. Schenkman advised the other Supervisors on his concerns and that he is in favor of passing a Resolution. He also advised that he has begun drafting a Resolution regarding the matter.

Mr. Jirele advised that he is also in favor of passing a Resolution.

Mr. Sensibaugh discussed a letter regarding the matter that was passed out at a prior Supervisors meeting. He also discussed the Jointure's Highway Classification Map and the PennDot Design Manual, Section 2.1.07. He advised that he believes that Swamp Road should be classified as a major collector not a principal arterial. He feels that the Township needs to correct the classification of the roadway.

Mr. Johnston discussed the PennDot roadway classifications and their definitions.

The Supervisors discussed the traffic studies conducted in April and June of 2005.

Mr. Schenkman advised on the purpose of tonight's discussions.

The Supervisors discussed the speed limit of the roadway. Mr. Johnston advised on how the speed limit is determined.

Ms. Parlet commented on the traffic report presented at the September 26, 2007 meeting and the quarry trucks. Ms. Goren advised that the quarry owners would not allow the trucks to be inspected by the Police before they left the quarry.

Ms. Herman commented that at the May 30, 2007 Regional Traffic Planning Task Force meeting she asked PennDot officials if they had gone to the Federal Highway Administration and asked them to make an exception to the 85% speed limit rule. She discussed the need to change the standard operating procedures.

Mr. Johnston discussed the speed limit and enforcement issues. He advised that he has never requested the Federal Highway Administration to make an exception to the 85% speed limit rule.

Ms. Crescenzo discussed the Township's Police Department patrolling Wrightstown. She suggested that the Township request Wrightstown Township to allow the Police to inspect the quarry trucks right outside of the quarries. She commented on driving to Doylestown. She discussed Stoopville Road with regards to traffic calming and the similarities to Swamp Road. She requested that the Township conduct a traffic study of the roadway.

Mr. Fisher discussed the public's comments/recommendations that he has heard and suggested that the Township request exemption from the Federal Government. Mr. Johnston advised on his feelings with regards to requesting exemption.

Ms. Crescenzo commented with regards to the Traffic Advisory Committee. Mr. Jirele advised on his opinion with regards to getting another committee involved.

Ms. Crescenzo requested the term quality of life be defined. Ms. Goren advised that the term quality of life with regards to the roadway defines safety, noise and accessibility.

Ms. Crescenzo discussed an article with regards to seniors and crosswalks, she commented on the need for pedestrian safety.

Mr. Calabro discussed the State Laws with regards to crosswalks and pedestrians. He requested signs being posted in the center of the roadways. Mr. Boyle advised that could be done.

Mr. D'Aprile discussed Swamp Road being closed to quarry/heavy trucks for approximately thirty (30) years due to the culverts and the past traffic figures being inaccurate. He commented with regards to the quarry trucks and enforcement.

Mr. Schenkman advised that he has drafted a possible Resolution and read it aloud to the other Supervisors and the public.

Mr. Jirele suggested having Mr. Schenkman's Resolution reviewed by the Supervisors and to discuss the matter further at the next meeting.

Mr. Schenkman advised that he would forward a copy of the Resolution to Mr. Boyle tomorrow.

Ms. Herman suggested that the Townships need to start making the physical safety of the residents and the roadways the highest priority; she explained why she feels this way.

Mr. Schenkman advised that he would like Mr. Johnston to receive a copy of tonight's minutes to be included in his report to the Regional Traffic Planning Task Force.

Municipal Complex – Update – Donovan & Associates, Architects

Mr. Phillips updated the Supervisors with regards to the proposed Municipal Complex expansion. The Supervisors were provided various documents for their review. He advised that he and Mr. Linske are here tonight to discuss the design plans and design issues with regards to LEED Certification.

Mr. Linske updated the Supervisors with regards to the proposed design plans. He discussed the site plan and the revisions.

Ms. Goren questioned the size of the proposed salt storage shed compared to the existing one. Mr. Phillips and Mr. Linske advised that the proposed salt storage shed would be double the size of the current salt storage shed.

Mr. Linske advised the Supervisors with regards to the proposed Administration Building.

Ms. Goren questioned the number of people that would be able to fit in the public meeting room. Mr. Linske advised that approximately 120 people would be able to fit in the public meeting room.

Mr. Calabro questioned if the public conference rooms had a separate entrance. Mr. Linske advised that there are separate entrances/exits for the public conference rooms.

The Supervisors discussed the restroom areas for the public conference rooms.

Mr. Linske advised that the doors and the cashier/receptionist windows could be locked when the employees have left for the day.

The Supervisors discussed the cashier/receptionist windows with regards to safety.

Mr. Schenkman commented with regards to the Supervisor's boardroom (Room 130) and the workroom (Room 131), he suggested that a door be installed connecting the two (2) rooms. He also commented with regards to the Township Manager's office

(Room 134) and the Administrative Assistant's office (Room 135), he suggested that a door or window be installed connecting the two (2) rooms.

Mr. Linske advised the Supervisors with regards to the elevations of the proposed Administration Building.

The Supervisors discussed the audio-visual room and accessing the room.

Mr. Jirele commented with regards to the building being ADA compliant.

Mr. Linske advised the Supervisors with regards to the proposed additions and renovations to the Police Building. He discussed the building elevations.

Mr. Linske advised the Supervisors with regards to the proposed Public Works Building. He discussed the look of the exterior of the building and advised that the shell of the building would be a prefab steel building.

Ms. Goren commented with regards to having an area for stray dogs. Mr. Phillips advised that he would speak to Mr. Crossland with regards to the matter.

Mr. Linske updated the Supervisors with regards to the proposed renovation of the existing Public Works Building for use by the Parks & Recreation Department. He discussed the exterior of the building.

Mr. Schenkman questioned if there has been any direction with regards to the old Schoolhouse. Mr. Phillips advised that building was discussed years ago and concepts were worked on. Mr. Schenkman advised that he would like to see past plans for the Schoolhouse. Mr. Phillips advised that access is a problem with that building, but he would supply the Supervisors with any information he has.

Mr. Calabro commented with regards to having walkways connecting the front of the different buildings. Mr. Linske advised that it is possible to have walkways connecting the front of the buildings.

Mr. Phillips advised the Supervisors that the plans being reviewed tonight are strictly architectural.

The Supervisors discussed the entrances to the buildings being covered by some type of canopy/overhang.

Ms. Goren commented with regards to Leadership in Energy and Environmental Design (LEED) Certification and possible grants. Mr. Phillips advised the Supervisors with regards to Leed Certification and grants. He advised on the LEED rating system and that the Township needs to make a decision soon with regards to being LEED Certified. He advised that the LEED Certification requires a third party

consultant to be involved through the design process. He questioned if the Township wants to take the next step with regards to being LEED Certified. He advised that the third party consultant with regards to LEED Certification would be The Stone House Group.

The Supervisors discussed the benefits of building a LEED Certified building, but not going through with the certification process.

Mr. Phillips discussed the pay back with regards to going green.

The Supervisors discussed the future with regards to utility cost.

Mr. Schenkman commented with regards to LEED Certification buildings and where it's been done. Mr. Phillips advised that he would provide that information to the Township.

Mr. Phillips discussed the possibility of having a representative from The Stone House Group make a presentation before the Supervisors.

The Supervisors discussed the social benefit of the LEED Certification.

Mr. Schenkman commented with regards to Mr. Linske email sent on October 3, 2007 to Mr. Boyle and the decisions made about mechanicals. Mr. Linske advised on the comments made by the recommendations made by the Mechanical Engineer. Mr. Schenkman advised that he feels that the Board should review that information themselves.

The Supervisors thanked Mr. Phillips and Mr. Linske for their time.

Ms. Crescenzo questioned the total square footage of the proposed buildings. Mr. Phillips advised that the total square footage of the proposed buildings is approximately 52,000 square feet. Ms. Crescenzo questioned the cost per square foot. Mr. Phillips advised that the cost per square foot for the Administration and Police Buildings are approximately \$170.00 - \$200.00 per square foot. He advised that the next step in the process is to come back to the Board with revised figures and it is his intent to do that in about a month.

PetSmart – Sign Variance Application

Mr. Sanders updated the Supervisors with regards to the PetSmart sign variance application. The Supervisors were provided with various documents for their review. He discussed possible alternatives with regards to the signs. He advised that he is hear tonight to get the Board's input and that it is the applicants hope that the Township can come to an agreement where the applicant will amend their application to comply with the Board's wishes and the Board can withdrawal it authorization of

the Township Solicitor to attend the hearing and oppose. He advised that the store is scheduled to open on October 29, 2007 and that he is schedule to appear before the Zoning Hearing Board on October 23, 2007 with regards to the matter. Mr. Sanders discussed the three (3) options. Option 1 shows the PetSmart sign (54" – 169.21 Sq. Ft.) being located above the store entrance, the grooming sign (15" – 12.35 Sq. Ft.) and the Banfield sign (20" – 17.72 Sq. Ft.) being located with one (1) on each side of the storefront. Option 2 shows the PetSmart sign (48" – 133.70 Sq. Ft.) being located above the store entrance, the grooming sign (15" – 12.35 Sq. Ft.) and the Banfield sign (20" – 17.72 Sq. Ft.) being located with one (1) on each side of the storefront. Option 3 shows the PetSmart sign (48" – 133.70 Sq. Ft.) being located above the store entrance and the Banfield sign (20" – 17.72 Sq. Ft.) being located on the right side of the storefront. He advised with regards to the request for the height variance for the main sign over the entrance. He advised that he is looking for guidance with regards to the location of the signs, the height and the number of signs.

Mr. Beckert advised the Supervisors on the concerns of the Planning Commission. Their first concern is with regards to there only being one (1) entrance into PetSmart and that the grooming and Banfield signs where not directional signs but advertising signs. The second concern was with regards to the building being occupied by other tenants and having more signs on the storefront. The third concern was with regards to the size of the signs having some relation to the facade of the building.

Mr. Sanders discussed the façade of other buildings in the area and advised that the Acme building has five (5) signs located on the storefront.

Mr. Calabro commented with regards to the sign locations on the building. Mr. Sanders offered possible alternatives for the locations of the signs.

Mr. Schenkman commented with regards to the building and the store entrances. Mr. Jirele advised that currently there are three (3) separate entrances on the front of the building.

Mr. Sanders discussed the sizes of the proposed PetSmart signs.

Mr. Jirele advised that he prefers the smaller 133.70 Sq. Ft. (48") PetSmart sign and that he supports the Banfield sign. He advised that he would be in favor of option 3.

Mr. Schenkman and Mr. Jirele suggested having the Banfield and the grooming signs located together. Mr. Sanders advised that he could make that suggestion to PetSmart.

Mr. Calabro advised that he is in favor of option 2. Which showed the three (3) signs in three (3) different locations, he felt it gave more balance to the storefront.

Ms. Goren advised that she agreed with Mr. Calabro with regards to having the three (3) signs in three (3) different locations. She advised that she is in favor of option 2.

Mr. Weaver advised that he is in favor of option 2, having the three (3) signs in three (3) different locations.

Mr. Sensibaugh commented with regards to the other tenants in the building and the size or location of their signs.

Mr. Sanders advised that he would discuss the Supervisors recommendation for option 2 with PetSmart and update Mr. Beckert.

Mr. Schenkman made a motion to rescind its authorization of the Township Solicitor to attend the Zoning Hearing and oppose. The motion was seconded by Mr. Weaver and passed unanimously (5-0).

Resolution of the Board of Supervisors – Regarding the referendum for the Bucks county Open Space Bond Issue

The Supervisors agreed to table this matter until the next televised Board of Supervisors meeting.

Solicitor Report

Mr. Beckert advised the Supervisors on the add-on requested by Wrightstown with regards to the Toll Hibbs development in Wrightstown Township; there are two areas in questions. The first area in question is with regards to a strip of land along the frontage that borders Stoopville Road; he questioned whether the Township desires the right-of-way to be dedicated to Newtown Township. The Board agreed that they would like that right-of-way. The second area in question is with regards to lot 46 (48 acres of open space) on the subdivision plan, .818 acres of the 48 acres is located in Newtown Township. The Supervisors discussed Wrightstown owning the .818 acres in Newtown Township and agreed they did not want that. Mr. Jirele suggested that the parcel be subdivide and that the Township would take control of the land within Newtown. Ms. Goren advised that it looks like two (2) parcels are in question. Mr. Beckert advised that he would look into the matter further and update the Supervisors. The Supervisors discussed taking control of the property located in Newtown and the right-of-way being dedicated to Newtown Township.

Community Comments

Ms. Crescenzo questioned where the Township is getting 1.7 Million Dollars to buy back the Acme building. Mr. Schenkman advised that the Township is borrowing the money through a bridge loan from The First National Bank of Newtown. Ms. Crescenzo questioned if the matter has come before the community. Mr. Beckert

advised that it has not happened yet. Ms. Crescenzo commented with regards to the matter coming before the community before it happens. She discussed rumors that the building would be torn down to build a parking lot and the building having asbestos and possible ground contamination. Mr. Schenkman and Mr. Calabro advised that the Township is aware of the problems.

Ms. Crescenzo commented with regards to the Township hiring a new Manager, the job done by the Acting Manager and how tonight's announcement looked insensitive. The Board advised that Mr. Boyle did receive notice prior to tonight's public announcement.

Ms. Crescenzo discussed the start date of the new Manager and his involvement with the Budget process. The Supervisors advised with regards to the new Manager and the Budget.

New Business

Mr. Jirele advised that he has been approached by a soccer organization with the request to have temporary lights at the Staples Field. He discussed having a public discussion before giving authorization and giving proper notice to the public. He requested that the matter be put on the October 24, 2007 agenda. The Supervisors agreed to discuss the matter at the October 24, 2007 meeting.

Adjournment

Without objection, the meeting was adjourned at 10:55 P.M.

Respectfully Submitted by:

Christy Holley, Recording Secretary

Anne Goren, Chairman

Phil Calabro, Vice Chairman

Jerry Schenkman, Secretary/Treasurer

Thomas Jirele, Member

Richard Weaver, Member

John Boyle, Acting Township Manager

RESOLUTION NO. R-12

**A RESOLUTION OF THE BOARD OF SUPERVISORS NEWTOWN TOWNSHIP,
BUCKS COUNTY, PENNSYLVANIA TO SUPPORT TRAFFIC CALMING
AND OTHER TRAFFIC SAFETY MEASURES ON SWAMP ROAD**

SCANNED

WHEREAS, Newtown Township is part of the Regional Traffic Task Force organized by the Delaware Valley Regional Planning Commission; and

WHEREAS, The Swamp Road Improvement Project undertaken by PennDOT has undertaken a study of Swamp Road, and has issued recommendations for road improvements, traffic calming and other traffic safety measures; and

WHEREAS, The Report of the Regional Traffic Task Force as presently written calls for the removal of Swamp Road and the Swamp Road Improvement Project from consideration in its recommendations; and

WHEREAS, The Newtown Township residents along Swamp Road have expressed a clear desire to have their concerns heard and addressed by any governmental or quasi-governmental entities working on the traffic issue on Swamp Road, and being of the opinion that their concerns have not been heard nor adequately addressed by these entities, and demanding that they be so heard; and

WHEREAS, It is the desire of the Board of Supervisors of Newtown Township to have all our roads as safe as possible for both drivers and residents of our Township, and particularly to ensure that Swamp Road and Stoopville Road be afforded all reasonable traffic calming and traffic safety measures as recommended by the various studies undertaken that address these issues, as well as other recommendations made by residents or other knowledgeable parties; and that no roadway be given an undue burden of traffic during the implementation of any of said recommendations, nor thereafter;

NOW, THEREFORE, BE IT AND IT IS HEREBY RESOLVED by the Board of Supervisors of the Township of Newtown, Bucks County, after public hearing, including input and presentations by the Delaware Valley Regional Planning Commission, Newtown Township Traffic Engineer and Traffic Consultant and the concerns of the citizens of Newtown Township, as follows.

UPON MOTION DULY MADE, seconded and carried it was

I. **RESOLVED**, that the Newtown Township Police Department be directed to continue its enhanced enforcement of speed limits and truck details along Swamp Road;

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II. **FURTHER RESOLVED** that the Newtown Township Board of Supervisors believe based upon available evidence presented to it that congestion on Swamp Road is a limited phenomena occurring less than 2% of the time and corresponding with the beginning and end of the school day at Bucks County Community College; and therefore there is no proven need for redesign of Swamp Road in order to mitigate concerns regarding congestion;

III. **FURTHER RESOLVED** that the Newtown Township Board of Supervisors hereby request the Commissioners of Bucks County and the Officials of Bucks County Community College review and evaluate improvements for traffic flow both at the entrances of the college and within the college with the aim of reducing congestion which considerations should include review of the academic schedule so as to stagger traffic approaching and departing the college;

IV. **FURTHER RESOLVED** that a priority be given to evaluating the placement of a stop sign and pedestrian crosswalk at the Twining Bridge Road intersection with Swamp Road.

V. **FURTHER RESOLVED** that a priority be given to the evaluation of the placement a Four Way stop sign, or traffic light, and pedestrian crossing at the entrance of Colonial Commons/the western entrance of Bucks County Community College.

VI. **FURTHER RESOLVED** that appropriate steps be taken to secure an evaluation of the placement of a traffic light and pedestrian crossing or other appropriate traffic safety measure at the entrance of Tyler Walk and Swamp Road.

VII. **FURTHER RESOLVED** that appropriate steps be taken to evaluate the reclassification of Swamp Road in Newtown Township from a minor arterial road to a major collector road, so as to make it potentially available for more traffic safety improvements.

VIII. **FURTHER RESOLVED** that all traffic studies conducted in Newtown Township include a priority analysis of Quality of Life among the criteria for road improvements. That said category shall include noise and visual disturbances, taking of private property for road expansion, air quality, preservation of open space and green space, the peace and enjoyment of a resident's home, and overall environmental impact.

IX. **FURTHER RESOLVED** that we support a traffic speed study to see if the speed limit on Swamp Road in Newtown Township can be reduced to a safer speed.

X. **FURTHER RESOLVED** that such Quality of Life Standards be suggested to other members of the Jointure and the RTTF members for their consideration.

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XI. FURTHER RESOLVED that the Swamp Road Improvement Project and the DVRPC Traffic Task Force Report be coordinated to the greatest extent reasonable, so that all roadway work is done in such a way to assure that there is minimum impact of the residents of Swamp Road and Stoopville Road during construction, and that any rerouting of traffic between the roads is planned to keep the time of such rerouting to a minimum.

XII. FURTHER RESOLVED that the appropriate Township officials are authorized to take and implement any action in order to effectuate the proposals and recommendations contained herein.

XIII. FURTHER RESOLVED that this Resolution be made part of Newtown Township's submission to the Regional Traffic Task Force and be made part of its report along with any supporting documentation provided by Newtown Township.

XIV. FURTHER RESOLVED all previous Resolutions or other actions of the Board of Supervisors inconsistent herewith are hereby repealed to the extent of said inconsistencies.

XV. FURTHER RESOLVED this Resolution shall take be effective immediately upon enactment.

This Resolution enacted this 24th day of October, 2007.

ATTEST:

John M. Boyle
JOHN M. BOYLE, INTERIM MANAGER

BOARD OF SUPERVISORS OF
NEWTOWN TOWNSHIP

Anne M. Goren
ANNE M. GOREN, CHAIRMAN

Phillip Calabro
PHILLIP CALABRO, VICE-CHAIRMAN

Gerald Schenkman
GERALD SCHENKMAN,
SECRETARY/TREASURER

Richard Weaver
RICHARD WEAVER, MEMBER

Thomas Jirele
THOMAS JIRELE, MEMBER

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*delivered at
10/29/07 RTPTF MTG.*

BUCKS COUNTY REGIONAL TRAFFIC STUDY

STATEMENT OF JERRY SCHENKMAN, SUPERVISOR NEWTOWN TOWNSHIP

The Bucks County Regional Traffic Study (BCRTS), "was a cooperative effort of Lower Makefield, Newtown Borough, Newtown Township, Northampton, Upper Makefield, Wrightstown, and Yardley Borough to collectively identify, systematically investigate and comprehensively address concerns surrounding traffic and truck safety and mobility in the region." (BCRTS Final Report, Executive Summary, p.5) Our common concerns to be addressed were, among other things:

1. General traffic safety and mobility;
2. Large volumes of heavy truck traffic from the Wrightstown quarries;
3. Traffic speeds, appropriateness and consistency in speed limit zones; and,
4. Traffic growth as a result of regional development. (Id)

These issues, stated plainly in the opening pages of the Final Report, hide an underlying issue that has not been addressed anywhere in the Study, and to be fair, was not in the mandate originally given to the DVRPC when it undertook this task. It is the failure of this undertaking to start at the right place that makes this Report and its Recommendations unacceptable as presented. To elucidate from the points above, the inclusion of "mobility," and "regional development," have been assumed as givens, without any discussion or debate as to the nature of those concepts, and their impact on the lives of our residents throughout this region. For Newtown Township, and I imagine for all our municipalities, we can no longer simply accept as a fact of life that there will be more development "upstream" from our communities, and that we, as "downstream" townships and boroughs must carry the burden of this growth due to where we sit along this river of continual development. As this issue relates to roads, we are clear that building wider and straighter roads do little to improve our quality of life. It can be said without metaphorical excess, that too often such "improvements" are actually the opposite to us. The strategies employed by PennDot are designed to enhance mobility and regional development at the expense of those living along those roads, and who use these byways for local transportation. This is abundantly clear to us, yet nowhere is it discussed openly in this Report.

Until this is corrected, this document is fatally flawed and should not be accepted for any official purpose. Newtown Township believes that the time has come to directly address the questions implicit in this Report and its Recommendations. All of us in municipal government must insist that any review, analysis, public discussions, and ultimate recommendations, include the issue of Quality of Life, and that until this is accomplished to our satisfaction, that no Report or Recommendations without that element be considered as adequate for our needs. Unless we stand firm for our communities that the REAL IMPACT of road projects be included in the entire process, and not just as "comments" attached to the document, we will invite all who observe us to believe that we are sufficiently satisfied with this volume. We should not be satisfied. And we are not satisfied.

If we reject this Report, what do we do next? Newtown Township has some suggestions. They are:

1. Review and adopt a Resolution similar to the one passed by Newtown Township on October 24, 2007, that calls for, among other things, the inclusion of Quality of Life as a priority in all road project planning.

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2. Maintain and expand this Task Force to continue the necessary work we have begun. We recommend this group continue to meet as often as needed to complete the work begun here. DVRPC may have run out of funds to do this work, but we have an ongoing stake in the outcome, and must individually and collectively consider the value of continued participation, as well as the cost.
3. The expansion mentioned above should include a local residents traffic group. They should be self-appointed by their neighbors, and meet regularly to educate themselves on the issues, express themselves to the municipalities, and even lobby in Harrisburg and Washington. The municipal government should appoint liaisons to these groups, and keep their Boards and Councils abreast of all news.
4. We should continue the dialogue begun here with our State and Federal representatives. They are the ones who can voice our concerns where they need to be heard. Toward that end, we should either invite them to participate directly in the process we promote, or meet with them separately to advise them of what we are doing, and what we want.
5. The suggestions articulated at page ES-5 of the Executive Summary, dealing with "continued and expanded activities directed at communication, collaboration and cooperation..." should be examined and implemented to the greatest extent possible by the follow-on group, including, but not limited to an annual "Transportation Summit" to evaluate and promote recommendations, and inviting the school districts to join us.

We agree that there are certain immediate traffic safety measures that can be done quickly to improve traffic conditions, and do not require further study or excessive cost. Each of us has our own list of these locations and fixes, and we can inform you of them quickly. Once we do let you know, we implore you to get to work taking care of these problem areas. The long term improvements we desire will take a bit longer to come forth, but we all agree that in this case, the quick fix is likely better than the difficult, expensive one. So, there is no need to wait on them.

I would like to end this statement by reading from the letter of Donald S. Shanis, PhD, the Deputy Executive Director of the DVRPC, to the Task Force, of October 23, 2007. In it, he says:

"Perhaps most important, the conduit and process for continuing open and factual communication – Through the Regional Traffic Planning Task Force and active community participation – have been Tested and strengthened."

This is very true. When I think of how much I have learned as a member of this group, I am amazed and gratified.

I want to personally thank Mr. Shanis, Mr. Coyne, and all the other people who have worked diligently on this project on our behalf for their sterling effort. I do not for a moment want to suggest that we are not extremely grateful for all you have provided us. In fact, truth be told, it is because you have done such a good job educating us, that we now insist on taking this further. You have been exemplary teachers. Now the students are ready for independent study on behalf of the people we represent. We will use all we can from your labor to move us forward.

Thank you all very much for all your help, and for listening to us.

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Attachment ~~1A~~
(pg 1 of 3)



October 2007

Final Report

Bucks County **Regional Traffic Study**

Lower Makefield Township / Newtown Borough
Newtown Township / Northampton Township
Upper Makefield Township / Wrightstown Township
Yardley Borough

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*Attachment IX
(pg. 21, 31)*

March 5, 2008

Ms. Sue Herman
Residents for Regional Traffic Solutions, Inc.
P.O. Box 285
Newtown, PA 18940

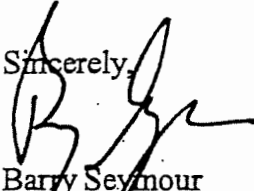
Re: Bucks County Regional Traffic Study Report Addendum

Dear Ms. Herman:

Thank you for your letter of February 11, 2008 regarding the Bucks County Regional Traffic Study Final Report (dated October 2007) and the distribution of the Addendum to the Final Report (dated January 2008). At your request from a previous letter, we prepared that Addendum which included all written materials received from the seven participating municipalities in the project from the date of the draft report in July 2007 through October 2007. At your request, we prepared hard copies of those letters, pre-punched the copies for inclusion in the Final Report's 3-ring binder, and distributed those letters to all who received a hard copy of the Final Report. Hard copies were sent to each municipal manager in numbers equal to the municipal representation on the Task Force, plus an extra hard copy for the municipal manager's binder. Hard copies were also sent to State Representatives Steil and Petri, area school districts, PennDOT, and the Department of Community and Economic Development. In addition, an electronic version of the Addendum was posted via a link on the project website's home page, in both a viewable and downloadable format at www.dvrpc.org/BCRTS.

In your current letter, you now request that we prepare a CD-ROM that includes the Final Report together with materials in the Addendum and distribute that CD-ROM to all who received the Final Report. At this point I must decline your request. We feel that we have made every effort to distribute the information requested, and have provided it in both hard copy and in digital format via the website. All members of the Task Force now have the materials, and our work with this project is now complete. Future directions and decisions regarding the project will now be made by members of the Regional Traffic Planning Task Force.

Sincerely,


Barry Seymour
Executive Director

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- cc. State Representative David Steil
- State Representative Scott Petri
- Charles Martin, Bucks County Commissioner
- Lynn Bush, Bucks County Planning Director
- Don Shanis, DVRPC
- Jerry Coyne, DVRPC
- Regional Traffic Planning Task Force Members

Attachment X (pg. 1 of 5)

**RESOLUTION REGARDING THE BUCKS COUNTY REGIONAL TRAFFIC STUDY
REPORT (dated October 2007) and the
JANUARY 2008 ADDENDUM TO THE REPORT**

WHEREAS, on January 14, 2008 Lower Makefield Township wrote to the Delaware Valley Regional Planning Commission (DVRPC) makign certain requests regarding the Bucks County Regional Traffic Study Final (sic) Report, dated October 2007 (hereinafter "the BCRTS"); and

WHEREAS, the DVRPC did not take action on a number of the requested items in the aforementioned letter;

NOW, THEREFORE, BE IT RESOLVED that the Lower Makefield Township Board of Supervisors calls upon the Regional Traffic Planning Task Force (RTPTF) to direct the DVRPC, as its consultant in the drafting of the BCRTS, to take the following actions:

I. Include in an Addendum to be published and distributed in all formats in which the BCRTS was published and distributed (i.e., hard copy, CD-ROM and digitally on the website www.BucksCountyRegionalTrafficStudy.org), a statement that the participating municipalities in the RTPTF have not accepted the contents of the report as their preferred solutions and that at the October 29, 2007 meeting of the RTPTF, the municipalities could not agree upon how to accept the document, and that the municipalities did not accept the BCRTS.

II. Include in an Addendum to be published and distributed in all formats in which the BCRTS was published and distributed, a statement that, at the October 29, 2007 meeting of the RTPTE, its members did not accept the BCRTS as a "Final Report" as the title of the report might otherwise suggest.

III. Publish a CD-ROM that replaces the original BCRTS CD-ROM that was distributed to Shareholders, and distribute the replacement to Shareholders with a formal written communication that clearly explains why the original BCRTS CD-ROM is being replaced. The replacment CD-ROM shall include the changes set forth in Paragraphs I and II herein as well as the January 2008 Addendum to Final Report.

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Attachment X
(pg. 2 of 5)

BE IT FURTHER RESOLVED, that the Lower Makefield Township Board of Supervisors opposes the BCRTS and the January 2008 Addendum to Final Report.

RESOLVED, this ___ day of March 2008.

LOWER MAKEFIELD TOWNSHIP
BOARD OF SUPERVISORS

Greg Caiola, Chairman

Matt Maloney, Secretary/ Treasurer

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

The regular meeting of the Board of Supervisors of the Township of Lower Makefield was held in the Municipal Building on March 19, 2008. Chairman Caiola called the meeting to order at 7:30 p.m. noting that the Board met in Executive Session from 6:30 p.m. to 7:30 p.m. discussing personnel and real estate matters. Mr. Maloney called the roll.

Those present:

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

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

PUBLIC COMMENT

Mr. Bob Lambert stated he would like an update on the deer management issue and railroad crossings. Mr. Majewski stated he received word today from CSX there may be a problem with establishing quiet zones because of technical issues and he would further investigate and get back to the Township. Mr. Lambert asked if the Township is able to implement equipment for quiet safety zones would the Township be required to purchase the equipment and what is the Township's liability. Mr. Majewski stated the Township would assume liability in the event of an accident.

Mr. Caiola stated as to the deer management issue, an archery group is looking into deer management practices within the Township. He stated the Township has looked at sharpshooters in the past and are assessing the cost. Mr. Lambert asked if Falls Township is using the same archery club that Lower Makefield Township is exploring for their deer management. Mr. Fedorchak stated that Mr. Shissler just worked with Langhorne on their deer management. Mr. Lambert stated he would rather see archery practices at a minimal expense to manage the deer. Mr. Smith stated the Board members recently met with the archery club and many of whom have attended some of our meetings have assured the Township if chosen their services would be at a minimal cost.

Ms. Virginia Torbert, Yardley-Langhorne Road congratulated the Pennsbury Men's basketball team noting what a great year they had. She noted they recently played at the Palestra and the Township is very proud of them.

Mr. Bob Lambert asked why the golf course chose not to renew the maintenance contract with the golf cart company and asked who would maintain the golf carts and related equipment. Mr. Fedorchak stated the golf course is comfortable with the staff mechanic maintaining the golf carts and related equipment since they are familiar with these golf carts and have worked on the same carts at the golf course of the last four years.

The motion unanimously carried.

SUPERVISORS REPORTS


Mr. Caiola stated the Historical Commission met this week but he was unable to attend the meeting and they are working on the Open House Tour scheduled for May 4, 2008. He updated the Board on the other upcoming meetings this month his is liaison to.

Mr. Stainthorpe stated the Cable TV Advisory Board met last week and noted Mr. Zachary Rubén will be Chairman this year and will hold meetings every other month.

Mr. Maloney stated the Zoning Hearing Board met and the cell tower issue that was discussed at earlier Board of Supervisors meetings has been continued to April 15, 2008 by the Zoning Hearing Board.

Mr. Smith stated the Elm Lowne Committee is scheduled to meet next week, the Sewer Authority did not meet this month, Special Events is very busy with planning the Macclesfield event in May and the Regional Traffic Task Force met and there was discussion on the last traffic report completed.

OTHER BUSINESS

 Mr. Santarsiero stated the Citizens Traffic Commission has asked for two Resolutions in response to the Bucks County Regional Traffic Commission report that was recently published and asked Ms. Torbert to come to the podium to explain the Resolutions. Ms. Torbert stated the Citizens Traffic Commission approved a Resolution in October 2007 and January 2008 in response to the Bucks County Regional Traffic Commission final study prepared by the DVRPC. Ms. Torbert read the Resolution and asked the Board to request that the Regional Traffic Planning Task Force prepare a supplemental report to include all of Lower Makefield Township's comments that were not included in the report and label it as an interim report. She stated the Citizens Traffic Commission also recommends the March 18th letter be sent to the project manager for the DVRPC.

Mr. Santarsiero moved and Mr. Maloney seconded to pass the Resolution requesting the inclusion of Lower Makefield Township's comments into the Bucks County Regional Traffic Commission report and label the report as an interim report. The motion unanimously carried.

Mr. Santarsiero stated the second Resolution talks about clarifying the record of previous meetings and requests publication of a new CD-ROM by the Regional Traffic Planning Task Force to correct the record.

Mr. Santarsiero moved and Mr. Maloney seconded to approve the Resolution to request publication of a new CD-ROM by the Regional Traffic Planning Task Force to correct the record of a prior meeting.

The motion unanimously carried.

APPOINTMENTS TO BOARDS AND COMMISSION

Mr. Maloney moved and Mr. Santarsiero seconded to appoint Ms. Kaaren in Steil to the Historical Commission. The motion unanimously carried.

There being no further business, Mr. Santarsiero moved, Mr. Caiola seconded and it was unanimously carried to adjourn the meeting at 10:40 p.m.

Respectfully Submitted,

Matt Maloney, Secretary

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