

## Citizens Traffic Commission Meeting Minutes

Tuesday, April 9, 2024 • 6:30 PM • Municipal Center Rooms 220/221

### 1. Call to Order

The meeting was called to order at 6:33 PM.

### 2. Roll Call

*MEMBERS AND STAFF PRESENT:* Chris Haughey, Jeff McCard, Bill Everett, James Flynn, Assistant Township Manager Nick Valla, Public Works Director Eric Gartenmayer, Captain Peter Feeney, Lieutenant Aileen Parker, Sergeant Mark McLeod, Officer Jeffrey Wagner, Steve Gozur (Traffic Planning & Design).

*MEMBERS AND STAFF ABSENT:* Rowland Myers.

*RESIDENTS PRESENT:* Linda Pascali.

### 3. Approval of Minutes

Members approve minutes of April 9, 2024, meeting by consensus.

### 4. Public Comment (Non-Agenda Items Only)

None.

### 5. Old Business

#### a. Paxson Road (between Kilburn Road and Briggs Road)

Sergeant Mark McLeod reported that the Police Department has focused on this area for enforcement and has not noted any violations. No issues have been observed since the parking ordinance was passed for this area last year. No further action is recommended.

#### b. Gillam Avenue (between Hulmeville Road and Interchange Road)

A study was conducted that showed the 85<sup>th</sup> percentile of speed at 30 MPH. No further action is recommended.

#### c. Stop Sign Request – Lower Silver Lake Road at Banks Road

Sgt. McLeod reported that they plan to study this area. The new Wawa planned in nearby Newtown Township may impact this road. It was recommended to conduct a study soon and consider a second study after the Wawa is completed to see if a difference exists. It was discussed that stop signs are not to be used primarily for traffic calming.

#### d. Highland Park

Officer Jeffrey Wagner updated the CTC with his and the Police Department's enforcement efforts since the January meeting.

He noted that officers have spent a significant amount of time monitoring the area behind Redners' for truck idling with no violations. He stated that they have built a good rapport with the regular drivers who are becoming more mindful of the perceived neighborhood impact. He added that they have also built a good relationship with Redners' management and the property maintenance team. The property maintenance team added a "No Truck Parking" at the property which has been effective.

Discussion occurred about adding new, consistent "No Trucks" signs to Highland Park Way. Though it was noted that the signs cannot be enforced by the Police Department, they may be a good deterrent.

Officer Wagner also shared that the speed enforcement trailer has been posted along Heartwood Road. No further action is recommended.

## **6. New Business**

### **a. Fulling Mill Road – Consider requesting PennDOT to conduct a traffic study.**

Mr. Valla shared that a resident who lives along Fulling Mill Road, a PennDOT road, inquired about speeding and pedestrian safety between Franklin Road and Ellis Road. Since it is a PennDOT road, it is their decision on how the issue is to be addressed, but the municipality must formally request a study as part of the process.

The Police Department reported that the road is low-volume and does not have any accidents reported past Ellis Road. The Police Department discussed posting the traffic study device to gather baseline information to further advise on if a PennDOT study is appropriate. The results of the study will be evaluated at a future meeting.

### **b. Langhorne-Newtown Road (St. Mary Medical Center to Bridgetown Pike) – Consider requesting PennDOT to conduct a traffic study.**

Mr. Valla shared that he received a request from Representative Hogan's office to lower the speed limit on SR 413 (Langhorne-Newtown Road) between St. Mary Medical Center to Bridgetown Pike from 45 MPH to 35 MPH. This request also requires the municipality to initiate a study with PennDOT.

The Police Department reviewed 10 years of accident history in this area. Of the 84 accidents occurring, 66 were in parking lots and 2 were on side streets. Only 16 accidents occurred on this stretch of road, none of which were attributable to speeding. The Police Department noted that this is a low number of accidents. It was also noted that volume in this area usually prevents vehicles from exceeding the posted speed limit.

It was also discussed that the speed limit was reduced near the Newtown Bypass a few years ago when a pedestrian crossing signal was installed. PennDOT considered extending the speed limit reduction down to Pine Street in Langhorne Borough and it was denied.

No further action is recommended.

**c. Summit Trace Neighborhood and Shopping Center**

Linda Pascali, resident of Summit Trace, shared about several issues she and her neighbors have been experiencing.

She expressed concern about pedestrian safety on Summit Trace Drive behind the shopping center, citing a lack of pedestrian facilities. She noted that after initially reaching out to Mr. Valla, a few “Please Slow Down” and “Full Stop Free” signs were posted and not effective. The Police Department discussed bringing in the speed trailer and increasing enforcement in the area. Adding a painted shoulder (similar to what was completed in the Snowball Gate neighborhood) may be an effective solution.

Ms. Pascali also reported issues with large delivery trucks taking Summit Trace Road to the shopping center’s entrance near the Giant. She felt they should be entering from either from one of the two Newtown Bypass entrances, or the same entrance they’re using now but from the Newtown Bypass approach. The group discussed the challenges these alternatives may pose. Discussion occurred about communicating with management of Giant to see if a solution can be identified.

Ms. Pascali also requested that a left turn arrow be added to the Newtown Bypass/Summit Trace Drive traffic signal from the shopping center/neighborhood approach. She was advised that this signal belongs to Newtown Township. It was also noted that this change may inadvertently induce more traffic.

She also expressed a sense of danger for drivers turning onto Summit Trace Drive from Doublewoods Road. Discussion occurred of adding a “traffic from left does not stop” sign.

**d. Longview Avenue**

Mr. Valla shared that he received multiple emails from a resident of Longview Avenue and showed three videos submitted by the resident. One video showed a vehicle the resident believed to be going in excess of 100 MPH. A second video from Monday, April 8, showed a believed intoxicated driver rear-ending a parked vehicle across from the resident’s home and fleeing the scene. A third video showed the homeowner backing into his driveway and a school bus passing by shortly thereafter, which the resident reported as almost taking out half of his front end.

The group agreed that the vehicle shown in the first video was likely not going anywhere close to 100 MPH, as this roadway is narrow and difficult to reach such a speed on. The Police Department stated that in the third video, the homeowner would be at fault.

A study was conducted in March after the initial complaint was made. The 85<sup>th</sup> percentile was 31 MPH with only one vehicle registered over 50 MPH. The speed enforcement trailer may be effective in this area. No further action was recommended.

**e. Bridgetown Pike/SR 413 – Consider requesting PennDOT to remove “No Turn on Red” restriction.**

A request was received to petition PennDOT to remove the existing “No Turn on Red” from westbound Bridgetown Pike in the direction of northbound Langhorne-Newtown Road (SR 413). The request was made upon the recent demolition of a structure at the southeast corner of the intersection by Bucks County.

Steve Gozur, Traffic Planning & Design, advised that even though the sight lines now exist to warrant its removal, motorists are accustomed to this restriction. Furthermore, right turns are made from the through lane, meaning any right turn movements would end once a through-moving vehicle reached a red light. No further action was recommended.

**7. Other Business**

**a. Update on Grant-Funded Projects**

Mr. Valla shared that the Township recently received a Multimodal Transportation Fund grant from the Pennsylvania Department of Community and Economic Development (DCED) to install a rectangular rapid flashing beacon (RRFB) pedestrian crossing signal at Maple Point Drive/Langhorne-Yardley Road.

He also shared that two PennDOT grants for school zone flashers and signal enhancements along N. Flowers Mill and Maple Avenue are currently held up in PennDOT’s administration process. Those projects are expected to move forward in 9-12 months.

**b. Langhorne-Yardley Road Construction**

A question was raised about the timeline for PennDOT’s Langhorne-Yardley Road construction project. Mr. Valla shared that PennDOT recently awarded the contract to a contractor and expects construction to begin this spring. Construction is expected to begin at the Bridgetown Pike end and move east toward Woodbourne Road. The project is expected to run two construction seasons, ending in fall 2025.

**8. Adjournment**

The meeting was adjourned at 7:59 PM. The next meeting is scheduled for July 9, 2024.