

Minutes
Township of Falls
Neighborhood Traffic Advisory Committee

October 13, 2025

Members in Attendance:

Ian James
Robert Leary
Ariane Presser

Members Absent:

Also in Attendance:

Sgt. Ray Fanelli, Falls Township Police Department
Josh Seeherman, Remington & Vernick Engineers (RVE)
Kevin Golden, Bristol Pike Resident
Jennifer Metzger, Resident
Wayne Bell, Resident

Sgt. Fanelli opened the meeting at 6:36 p.m.

The minutes from the August 11, 2025 meeting were approved with no changes.

Sgt. Fanelli asks if there are any public comments. Kevin Golden shows a picture of his radar device which depicts a speed of 69 m.p.h. along Bristol Pike where he lives. When asked if he knew the type of car, he responded there are so many vehicles that speed along that stretch of highway he does not remember. He says there are children on either side of the highway which are not depicted in his picture. He said he has even clocked a dump truck going 65 m.p.h. in the rain. The posted speed is 45 m.p.h.

Sgt. Fanelli states that perhaps we can get some white lines down there that would help the officers track and set up on Bristol Pike to minimize the speeders. Mr. Golden responds the cars would be seen. Sgt. Fanelli states it has been his experience that despite being seen, people do not necessarily slow down. There is benefit to covert enforcement, but there is also benefit to high visibility enforcement as well. He says he will see what he can do to get the painting done, but it is unlikely to happen now with the cold weather approaching.

Ms. Metzger asks about the 339 Thornridge Road issue and wonders if this is being discussed tonight. Sgt. Fanelli says he was informed the Township Manager and the Board of Supervisors are now handling the issue. The Thornridge resident has appeared before the Board of Supervisors twice regarding this issue, so it will be handled through them. Sgt. Fanelli says finding the root cause of the problem is what it comes down to. He says the Chief has secured a grant from Waste Management to utilize a system called Urban SDK. It allows an officer to click on an area and tell us what that 85 percentile is and tracks car volume. Another device tells us how dangerous an area is for speeding, fatal crash data, etc. It also allows us to plot our crashes for the last 13 months to provide further insight. Based on this information, we can then assign officers to locations where they will be most effective.

Sgt. Fanelli further explains that the public thinks there is a speeding issue, but when you get the actual data, speed plays a limited role in some of these areas. In Thornridge, the speed limit is 25 m.p.h., but data showed the average speed was 27 to 28 m.p.h.

In a discussion regarding complaints about speeding around schools, Sgt. Fanelli states that each school has two officers assigned to them under the Adopt a Cop program in addition to a sector car which hopefully will help with issues around the schools to cut down on speeding.

Mr. Seeherman states that in Levittown stop signs are a big issue. Some areas have a lot of stop signs; some areas do not have as many. Years ago, stop signs were put up be at will; however, the rules have changed. PennDOT is clear that stop signs cannot be put up to control speeding and has specific criteria for their placement. Mr. Seeherman works with the Township on this, and it is his firm's reputation if he requests a stop sign which does not meet that criteria.

Ms. Metzger states she was surprised at the grant received for Hood Blvd. and Pennsbury East for the light. It might have been a good idea when it was requested, but in light of the redevelopment and construction of the new high school and bus maintenance building, is the light relevant any longer?

Mr. Seeherman states he cannot speak to that.

Ms. Metzger asks if the high school development is close. Mr. Seerherman says no, there is a lot still to review. They have not provided a temporary traffic plan for the construction either.

Ms. Metzger expresses discontent with the fact that the engineers have the plans, but do not show the public.

Mr. Seeherman says he is a traffic engineer. The civil engineer looks at so much more than the traffic (stormwater management specifically). Mr. Seeherman explains the plan review procedure and is unsure when they need to be made public. Getting back to the grant for Hood Blvd. and Pennsbury East, we were asked to apply for the grant because of the parking overflow situation onto Hood Blvd. The new high school project was far off in the future when we first applied.

Sgt. Fanelli moves along to Item #3 (grant writing for digital speed signs). He said when this came up at a Board of Supervisors' meeting, he wanted to clarify what it means when a crash is non-reportable. When we say a crash is non-reportable, it does not mean it is not reported. It means it does not meet the classification PennDOT requires which is serious injury, death or vehicles have to be towed. If it meets these requirements, PennDOT is notified. If it does not, we still write a non-reportable crash report. Regarding the digital speed signs, some of them have radar guns in them to record speeds. However, in the State of Pennsylvania municipal police officers are not allowed to write tickets based off of the radar guns. State troopers can use the radar and photo enforcement, not municipal police officers. We are asking for 6 or 7 digital speed signs as well as a speed trailer. The Township uses a third-party grant writer.

Item #4 (Pine Grove speed limit sign posted by PennDOT). Sgt. Fanelli shows a picture of the speed limit sign posted by PennDOT. It took a civil engineer from PennDOT to agree the sign should be 40 m.p.h. and not 55 m.p.h. This road leads into the intersection of W. Trenton Avenue which has had numerous accidents, some fatal. Although a majority of the accidents were not caused by speed, but rather left hand turns onto W. Trenton Avenue, the reduction in speed could possibly reduce the amount of reportable crashes to PennDOT.

Item #5 (Curb painted "No Parking" on Fairfax Road to assist the school crossing guard). Sgt. Fanelli shows a picture of a curb painted yellow going up to a stop sign at the intersection of Trenton Road and the entrance to Oxford Valley Elementary School. It was brought to the attention of this Board about a year ago when a crossing guard complained about how unsafe it was during school hours. Sgt. Fanelli said part of the problem was the adjoining neighbor and the bushes which created a sight issue coming out. He asked the property owner

to cut them back and he willingly complied when he realized the danger. However, cars would park where the yellow is now (especially on rainy days), buses trying to pull out, walkers and cars trying to leave causing congestion and confusion. Hopefully, with the yellow painted curb, this will ease a bit. Because there is an officer parked with his lights on as part of his field training, it is difficult to know if the painting is effective. We will keep an eye on it.

Item #6 (Complaint received regarding traffic hazard on Woolston Drive at Tyburn Road). Mr. Seeherman says that Sgt. Fanelli and himself have engaged PennDOT's Local Traffic Advisory Program (LTAP) which is a free service administered by a consultant. You can ask them questions about traffic safety or problems, and they provide answers. We had two larger PennDOT intersections which we thought could be used to get advice. One of them was already discussed – Pine Grove Road and W. Trenton Avenue where we had fatalities. The other one is this one at Woolston Drive and Tyburn Road. The concern is coming up Woolston Drive underneath the bridge, you can make a right onto Lincoln Highway, or you can go straight by using either of the two lanes. Coming from the opposite direction (Tyburn Road going through to Woolston Drive), there is a left turn signal, which then turns into a permissive green light where you can make the left when it is clear. The problem is that it is unclear from the opposite direction what the traffic will be doing since most people are not using turn signals to make a right onto Lincoln Highway. Solutions could be eliminating the permissive green light, but that could mess up timing of the lights. Another solution would be to eliminate the two lanes coming up from Woolston Drive and just have one lane. This method would only be a paint change. You would have to show, however, that one lane would be sufficient to hold the traffic during peak hours. LTAP would be able to count the cars (which is good since counting cars can be expensive). Mr. Seeherman could then run a simulation based on that data. However, Sgt. Fanelli thinks this would not be feasible as traffic backs up now with the two lanes during peak hours.

Mr. Seeherman says that a municipality can maintain the line paintings on a street, so that if something was faded, Public Works could repaint it without having to ask PennDOT.

Item #7 (Ongoing traffic calming, enforcement and new target areas). Sgt. Fanelli explains about the automatic license plate readers (ALPR) and the need for them within Falls Township. We have a shared one by the "M" for Middletown sign at Oxford Valley Road across from Patient First, and another one is by Big Oak Road in Middletown Township. What happens is you can get in and out of Falls Township without ever being seen by an ALPR. Currently, our officers can log into the system and track vehicles based on a call going out.

Mr. Seeherman says these are permanent stations, not in a vehicle. Sgt. Fanelli agrees. ALPRs are a great way to track cars through different areas and perhaps see patterns (e.g., every time there is a theft in this neighborhood, this car is in the section). There are also mobile ones which can be moved so people are not aware of them.

Sgt. Fanelli states the speed bumps were not approved by the Board of Supervisors because they were worried they were going to affect emergency vehicles going down the streets. He states he will continue to press this issue.

Mr. Seeherman says that perhaps they could talk to Mr. Shepherd about possible striping of streets.

Member Leary states the crossing guards directing traffic at Oxford Valley Elementary School are fantastic because I drive the bus at Oxford Valley Elementary School. His other comment is about Olds Blvd., by the golf course, and the fact there are no signs, nor any crosswalks marked in the street for the golfers who cross the street. He thought they were going to do this years ago.

Sgt. Fanelli tells Mr. Seeherman it is not at an intersection, but there seems to be an implied crossing from years ago. After looking at pictures from Google Earth, Mr. Seeherman says this looks incredibly dangerous and says if the crosswalk is faded, the Township can paint it even if the road is a state road (which S. Olds Blvd is). Sgt.

Fanelli says we will put this item on the next agenda. Before the next meeting, he will take a look and report back on the crosswalk situation.

Member Presser asks for an update on Trenton at Olds Blvd. discussed at other meetings. Mr. Seeherman says that his company is working on that, although he does not know the status. He says it is complicated from what he knows. He is not the person designing that but will look into it. It is one of several improvements to intersections we are working on.

There was no other business, so the meeting was adjourned at 7:55 p.m.