

MONTGOMERY TOWNSHIP PUBLIC SAFETY COMMITTEE MONTHLY MEETING MINUTES

Date: May 21, 2025
Time: 7:00 pm
Location: Montgomery Township Municipal Complex
Attendees:

| | |
|---|---|
| <u>Board of Supervisors Liaison:</u> | Annette Long |
| <u>Township Manager:</u> | Caroyln McCreary |
| <u>Police Department Representatives:</u> | Chief Bill Peoples |
| <u>Fire Department Representative:</u> | Chief Bill Wiegman |
| <u>VMSC of Lansdale Representatives:</u> | Deputy Chief Lori Dusza |
| <u>Public Works Department Representative:</u> | Director Greg Reiff |
| <u>Resident Appointees:</u> | Matt Shinton John Nolan Dan Gormley Chris Leonardo Candyce Chimera (BOS Member) |

NOTE: A simple majority of resident appointees are needed for a quorum.

GENERAL MONTHLY MEETING

1. CALL TO ORDER: 6:58 p.m.

Dan Gormley called the meeting to order at 6:58 p.m.

2. APPROVAL OF PREVIOUS MONTH'S MINUTES: APPROVED

Matthew Shinton moved to approve the January meeting minutes. John Nolan seconded the motion. All members approved the minutes, and the motion carried 4-0.

3. CORRESPONDENCE: NONE RECEIVED

4. OLD BUSINESS

Public Safety Committee Meeting Schedule

- January 15, 2025

- March 19, 2025
- May 21, 2025
- June 18, 2025
- September 17, 2025
- November 19, 2025

Wall That Heals

Carolyn McCreary gave an update to the Committee on the Wall That Heals. Chief Peoples discussed the procession from Valley Forge National Park and the ceremonies throughout the event. Chief Wiegman discussed Emergency Management and the concern for weather and visitors. Greg Reiff gave an update on volunteers for the Wall and discussed the setup and take-down of the Wall. Caroyln discussed the schedule and donations.

5. DEPARTMENT HEAD REPORTS:

Fire Department: Chief Bill Wiegman provided an overview of Fire's monthly activity, including:

- Expansion of Career Staff in 2026 (report provided before meeting)
 - Chief Wiegman updated the plan to expand career staffing to 24/7 in 2026. Members suggest a social media campaign and town hall meetings. Members suggested alerting the public to the potential for a tax increase in 2016 to expand career staff.
- Feasibility Study of Battalion 1
- 2024 Annual Report
- Gettysburg Leadership Retreat
- FDIC, PAAI, and IAAI Conferences
- Ordinance for EV, ESS, Lithium-Ion Batteries
- Pre-Construction Meetings for Squad 18 & Engine 18 at Pierce
- Tower 18 relocated from BN1 to BN2
- FDMT Appreciation Event at Pinecrest

Public Works: Greg Reiff provided an overview of Public Works' monthly activities, including:

- Responded to several storms and flooding events.
- May 16, 2025, flooding impacted basins and storm sewers. 2 ½ to 3 inches in an hour and a half.
- Street Sweeper Out cleaning debris after storms
- Cleaning out inlets
- 263 PA One Calls

- Traffic signal upgrades
- Gray's Lane traffic calming measures installed and then removed
- Fire Alarm and Sprinklers have been transitioned to Oliver Fire Protection Company
- Attached Report

VMSC: Deputy Chief Lori Dusza provided an overview of activities, including:

- Attached report

Police Department: Chief William Peoples provided an overview of other activities, including:

- 2024 Annual Report
- Leadership Retreat for Command Staff to Battleship New Jersey
- Call statistics for April & Significant Events
- Attached Report

6. NEW BUSINESS

Police Presentation for Changes to Ordinances- Attached Documents and Proposals

Chief Peoples presented several changes, including:

Stump Road and truck traffic restrictions, Pinecrest proposed parking restrictions, Parking of any vehicle, after hours, in any Township Park, Large Vehicle Restrictions, and Discussion regarding parking on Orchard Drive.

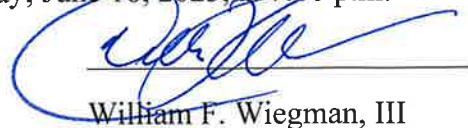
Stars, Stipes, and Remembrance Event: CANCELED

Director Greg Reiff explained the reasons for canceling the event, including the rainy weather and the inability of the wet fields to support the food trucks.

7. MOTION FOR ADJOURNMENT: 8:30 p.m.

Dan Gormley moved to adjourn the meeting, which John Nolan seconded. All members approved the motion for adjournment, which carried 4-0. The meeting was adjourned at 7:30 p.m.

The next meeting is scheduled for Wednesday, June 18, 2025, at 7:00 p.m.



William F. Wiegman, III

Fire Chief

Filter statement

Filters

Days in Alarm DateTime3/1/25 to 4/30/25

Is Lockedtrue

Incident Type

| Incident Type | # of Incidents | | | |
|--|----------------|---------|-----------|-------------|
| | Combination | Stipend | Volunteer | Grand Total |
| Alarm system activation, no fire - unintentional | 4 | | 1 | 5 |
| Alarm system sounded due to malfunction | 1 | | | 1 |
| Arcing, shorted electrical equipment | 2 | | 1 | 3 |
| Assist police or other governmental agency | 2 | 1 | 4 | 7 |
| Brush or brush-and-grass mixture fire | 1 | | | 1 |
| Building fire | 4 | | 3 | 7 |
| CO detector activation due to malfunction | 1 | 1 | 3 | 5 |
| Carbon monoxide detector activation, no CO | 1 | | 1 | 2 |
| Cooking fire, confined to container | | | 2 | 2 |
| Defective elevator, no occupants | 1 | | | 1 |
| Dispatched & canceled en route | 7 | | 10 | 17 |
| Electrical wiring/equipment problem, other | 1 | 1 | 2 | 4 |
| Extrication of victim(s) from vehicle | 1 | | | 1 |
| False alarm or false call, other | 18 | 1 | 6 | 25 |
| Gas leak (natural gas or LPG) | 3 | | 4 | 7 |
| Good intent call, other | 1 | | | 1 |
| Medical assist, assist EMS crew | 8 | 3 | 9 | 20 |
| Mobile property (vehicle) fire, other | | | 1 | 1 |
| Motor vehicle accident with injuries | 2 | | 1 | 3 |
| Overheated motor | | | 1 | 1 |
| Power line down | 1 | | | 1 |
| Public service | 1 | | | 1 |
| Public service assistance, other | 1 | | | 1 |
| Removal of victim(s) from stalled elevator | | | 1 | 1 |
| Smoke detector activation due to malfunction | | | 1 | 1 |
| Grand Total | 67 | 8 | 72 | 147 |

Average Response Time

| Unit Name | Average Response Time Alarm To Arrival | | |
|-----------|--|---------|-----------|
| | Combination | Stipend | Volunteer |
| AC18 | 04m:50s | | 05m:32s |
| AC18-1 | | 05m:33s | 04m:59s |
| BC18 | | 07m:14s | 05m:25s |
| CH18 | 01m:16s | | 04m:23s |
| CT18-1 | | 06m:27s | 03m:51s |
| CT18-2 | | | 04m:46s |
| DC18 | 05m:46s | 06m:42s | 05m:18s |
| E18 | | | 04m:40s |
| FM47-6 | 00m:08s | | |
| FM47-9 | | | |
| POV | 07m:42s | 06m:28s | 06m:15s |
| SD18 | 04m:33s | 05m:40s | 05m:35s |
| SD18-1 | 04m:13s | 06m:42s | 05m:14s |
| SS18 | 04m:03s | | 06m:16s |
| SS18-1 | 08m:52s | 09m:31s | 06m:32s |
| STA18A | 04m:41s | 06m:46s | 05m:09s |
| STA18B | 05m:04s | | 05m:13s |
| TR18 | 07m:37s | 08m:45s | 05m:05s |
| TW18 | 04m:49s | | 05m:24s |
| U18 | | | 08m:59s |

Average Personnel Response

| Average Personnel Response | | | |
|----------------------------|---------|-----------|-------------|
| Combination | Stipend | Volunteer | Grand Total |
| 7.84 | 5 | 10.64 | 9.05 |

Automatic & Mutual Aid

| Aid Given Or Received | # of unique Incident Number |
|-----------------------------|-----------------------------|
| Automatic aid given | 36 |
| Automatic aid received | 12 |
| Mutual aid given | 18 |
| Mutual aid received | 3 |
| None | 78 |
| # of unique Incident Number | 147 |

Filter statement

FiltersDays in Alarm DateTime3/1/25 to 4/30/25 | Is Lockedtrue

Department Overall Response Times

| Average Response Time Alarm To Arrival | | |
|--|-------------|-------------|
| Combination | Stipend | Volunteer |
| 00h:04m:40s | 00h:07m:02s | 00h:05m:28s |

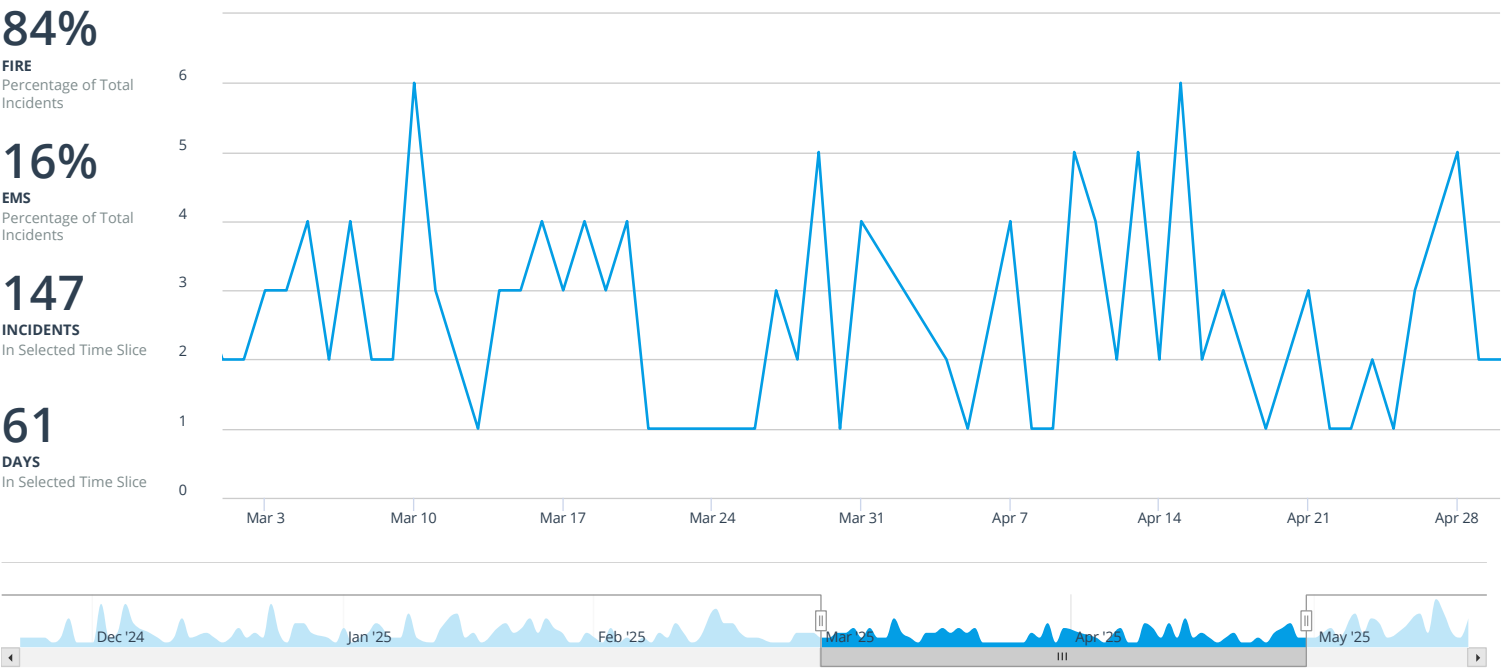
Department Average Response Time

Average Response Time Alarm To Arrival

0h:5m:12s

Custom ▾

Mar 1, 2025 - Apr 30, 2025 ▾



Counts % Rows % Columns % All

| Week Ending | 3/2/25 | 3/9/25 | 3/16/25 | 3/23/25 | 3/30/25 | 4/6/25 | 4/13/25 | 4/20/25 | 4/27/25 | 5/4/25 | 5/11/25 | 5/18/25 | 5/25/25 | Total |
|---|--------|--------|---------|---------|---------|--------|---------|---------|---------|--------|---------|---------|---------|-------|
| (11) Structure Fire | | 2 | 2 | | 2 | | 1 | | 1 | 1 | | | | 9 |
| (13) Mobile property (vehicle) fire | | | | | | | 1 | | | | | | | 1 |
| (14) Natural vegetation fire | | | | | | | | | | 1 | | | | 1 |
| (31) Medical assist | 2 | 1 | 7 | 3 | 2 | 1 | 1 | 1 | 2 | | | | | 20 |
| (32) Emergency medical service (EMS) incident | | | | 1 | | | 1 | | 1 | | | | | 3 |
| (35) Extrication, rescue | | | 1 | 1 | | | | | | | | | | 2 |
| (41) Combustible/f... spills & leaks | | | | 1 | 1 | | 2 | | 1 | 2 | | | | 7 |
| (44) Electrical wiring/equipm.. problem | | 2 | 1 | 1 | | | 1 | 2 | 2 | | | | | 9 |
| (52) Water problem | | | 1 | | | | 1 | 1 | | | | | | 3 |
| (55) Public service assistance | | 2 | 1 | 1 | | 2 | 2 | | 2 | | | | | 10 |
| (56) Unauthorized burning | | 1 | | | | | | | | | | | | 1 |
| (60) Good intent call, other | | | 1 | | | | | | | | | | | 1 |
| (61) Dispatched and canceled en route | 2 | 2 | 3 | 1 | | 2 | 3 | 2 | 2 | | | | | 17 |
| (65) Steam, other gas mistaken for smoke | | | | 1 | 1 | | | 1 | | | | | | 3 |
| (70) False alarm and false call, other | | 4 | | 3 | 3 | 2 | 4 | 5 | 1 | 3 | | | | 25 |

| Week Ending | 3/2/25 | 3/9/25 | 3/16/25 | 3/23/25 | 3/30/25 | 4/6/25 | 4/13/25 | 4/20/25 | 4/27/25 | 5/4/25 | 5/11/25 | 5/18/25 | 5/25/25 | Total |
|---|--------|--------|---------|---------|---------|--------|---------|---------|---------|--------|---------|---------|---------|-------|
| (73) System or detector malfunction | | 3 | | 1 | 4 | 1 | 1 | 2 | | | | | | 12 |
| (74) Unintentional system/detect... operation (no fire) | | 3 | 5 | 2 | | 2 | 4 | 4 | 3 | | | | | 23 |
| Total | 4 | 20 | 22 | 16 | 13 | 10 | 22 | 18 | 15 | 7 | | | | 147 |



MONTGOMERY TOWNSHIP POLICE ANNUAL REPORT



A R A Y e o r 202

| | | |
|-----------------------|--------------------------------|------------|
| rme | Total Calls for Service: | 2,853 |
| | Total Part I Crimes: | 2 |
| | Total Part II Crimes: | 5 |
| | Total Criminal Arrests: | 61 |
| r s | Total Crashes: | 69 |
| | Reportable Crashes: | 1 |
| | on Reportable Crashes: | 55 |
| | Injuries: | 11 |
| r n o r e m e n A e s | Traffic Stops: | 850 |
| | Traffic Citations: | 306 |
| | arning o tices: | 5 |
| | ield Contact Cards: | 690 |
| | Traffic Complaints Received | 28 |
| | Selective nforcements: | 193 |
| O t e r o e A e s | Assist ire Department: | 31 |
| | Building Alarms: | 0 |
| | Direct Patrols: | 53 |
| | lockouts: | 12 |
| | Medical Assistance: | 1 |
| | School alk-Through: | 9 |
| | acant ome Checks: | 29 |
| | Training ours: | 366.85 |
| e y n s e | Canine nit: | 10 |
| | Mobile Incident Response Team: | 0 |
| | Montgomery County S AT-CR: | 0 |
| us r o o o n s | iolations reviewed | 16 |
| | Civil Citations Issued | 130 |
| ed o o m e r o o n s | iolations reviewed | 936 |
| | arnings Issued | 900 |
| | Civil Citations Issued | Test Phase |



165

Municipal Responses

0m 34s

Chute Time

6m 18s

Response Time

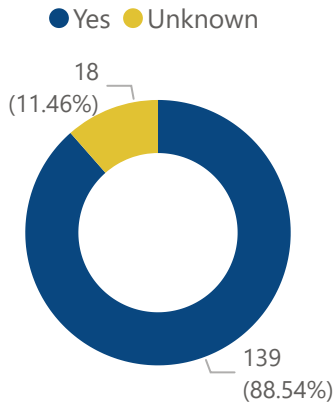
54m 24s

Call Time

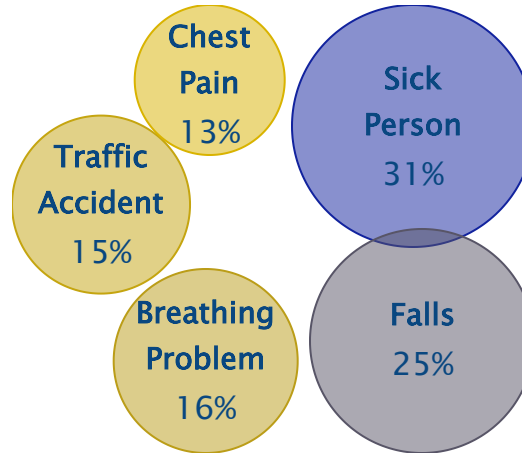
100%

Agency On-Status

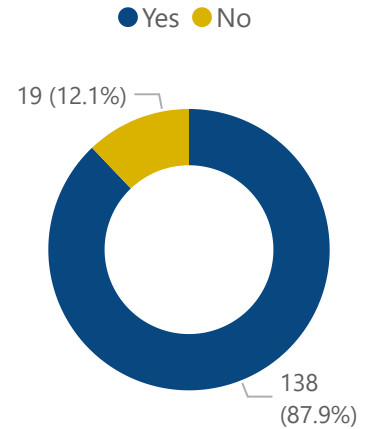
Did the Patient's Condition Improve because of our Care?



Top 5 Call Types

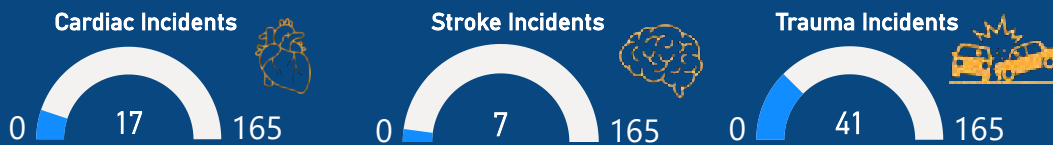


Was the Patient Transported?

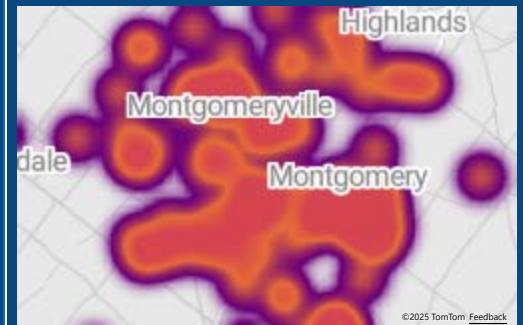


VMSC Critical Response Triad

VMSC emphasizes its review of the Critical Response Triad—cardiac, trauma, and stroke-related calls—because timely intervention in these cases can significantly improve patient outcomes and survival rates.



Where are our calls?



VMSC's April Global Scale



Mental Health | Responded to 37 behavioral health-related calls.



Community Harm | Handled 20 Overdoses, up from 18 last month, resulting in 0 Narcan administration by EMS. 19 of which were transported to the hospital. Also responded to 13 incidents involving deliberate injury, down from 18 last month.

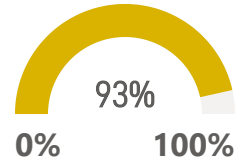


Climate | Dispatched to 5 weather related motor vehicle crashes.



Diversity | 28 patients had language barriers. 19 patients were morbidly obese. 12 were in a state of emotional distress. And 5 were developmentally impaired.

April 2025 Patient Satisfaction Rating



"They made me feel like they cared about my wellbeing. I would give them superior awards for how much patience and caring they gave to me." - 4/24/2025

Mutual Aid

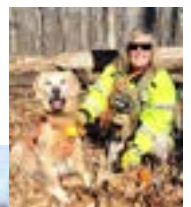
VMSC provided mutual aid for 47 calls this period, down from 101, with the most significant contributions to Chal-Brit (11 calls) and Ambler (11 calls),.

Conversely, VMSC received mutual aid 13 times, down from 21, in the areas of Upper Gwynedd (3 calls), Towamencin (2 calls), Montgomery (3 calls), and Hatfield (2 Calls).

More Than Ambulances

Did you know VMSC hosts a nationally certified K-9 Search & Rescue Team? Available 24/7, they support local, state, and federal agencies. In April, two teams added fresh credentials: Jim Sullivan & K-9 Scout earned PSARC certification in Human Remains Detection, while Jen Christian & K-9 Jax achieved Area Search/Live Find certification.

We're immensely proud of their dedication and the vital work they do for our community. Fantastic job, team!



Monthly PW Operational Highlights –April 2025

- Tree work and inspections were completed on Township walking trails after many windstorms throughout the month
- Scott D, Anthony, Josh, Larry K, & Jack Gormley, and Scott Young removed fallen trees at the Administration building and Country Lane basin.
- Scott Stutzman inspected several Road Occupancy Permits throughout the Township.
- Joe and Chris took the street sweeper out on Township Roads as part of the MS4 Stormwater requirements.
- Jack & Bryan started to clean out inlets with the sweeper.
- Chris & Bryan removed and replaced three broken curb sections at Westminster, Longleat, & Fairview Drive.
- Joe, Bryan, & Chris repaired inlets for future paving projects.
- Jack performed several state inspections of Township vehicles.
- Chris & Joe repaired a sinkhole on Veronica Lane.
- Dave, Don, Todd & Larry responded to 263 PA One Calls throughout the month.
- Dave worked with Gilmore, Rhythm Engineering, Signal Control, and Tony Stills to address ongoing traffic signal issues.
- Todd & Larry responded to an emergency call for the traffic signal on flash at 309 & Richardson Rd. after hours.
- Todd responded to an emergency call for the traffic signal on flash at 309 & Stump Rd. after hours.
- Todd, Larry, Dave, Scott Young, & Greg installed the delineators on Grays Lane for traffic calming on 4/2/25.
- Dave responded to an emergency PA-1 call after hours.
- Oliver Alarm Company replaced alarm equipment at Battalion 2 Firehouse.
- Oliver Alarm Company did the inspection and backflow test at Battalion 1, the Public Works, and the Administration Building.
- Todd, Larry, & Dave removed the delineators on Grays Lane on 4/30/25.

ARTICLE III
 of the Township of Montgomery

§ 222-1. of the Township; amended.

- A. On the following bridges and streets or parts of streets, by authority granted by § 902(a) of the Vehicle Code,¹ it shall be unlawful for any person or persons to drive any vehicle or combination having a gross weight in excess of the maximum prescribed below for that bridge or street or part of street, as the case may be: **[Amended 4-199 by Ord. No. 9-3]**

| Street or Road | Limitations | Maximum Gross Weight |
|--|---------------------|--|
| Snapp Road [added 10-11-200 by Ord. No. 0-202] | | |
| Route 152 [Added 10-11-200 by Ord. No. 0-202] | At Lower State Road | 15 |
| Stump Road [added 10-11-200 by Ord. No. 0-202] | | |
| Stump Road, bridge over Little Meshaminy Creek [Amended 10-11-200 by Ord. No. 0-202; 8-2-2018 by Ord. No. 18-30] | 15 | Except all combination vehicles shall be permitted at 2 tons |

- B. Any person who violates any provision of this section shall be prosecuted under §§ 902(a) and 902(g) of the Vehicle Code² and, upon conviction, shall be sentenced to pay a fine of \$150, plus \$150 for each 500 pounds or part thereof in excess of 3,000 pounds over the maximum allowable weight, and costs.

§ 222-18. of the Township; amended. [Added 12-11-1989 by Ord. No. 8-3; amended 10-2-2021 by Ord. No. 21-326]

- A. It shall be unlawful for any person to drive a vehicle other than a passenger car, motorcycle, pickup truck or van on any of the following streets or parts of streets:

| Name of Street | Limitations |
|-----------------------|---|
| Country Club Drive | Tire length |
| Montgomery Glen Drive | Between Doylestown Road and Morsham Road [Route 63] |

1. Ord. No. 4900, 1990, A. § 4902.

2. Ord. No. 4900, 1990, A. § 4902 and of the Township.

| Name of tree | Remarks |
|----------------|-------------|
| Pinecrest Lane | Tire length |

- B. Nothing in this section shall prohibit any person from driving an emergency vehicle on any of those streets or parts of streets or from driving on any of those streets or parts of streets a truck or other commercial vehicle making local deliveries to or pickups from premises located along that street or part of a street.
- C. Any person who violates any provision of this section shall, upon conviction, be sentenced to pay a fine of \$25 and costs.

□ herever a space is marked off on any street for the parking of an individual vehicle, every vehicle parked there shall be parked wholly within the lines bounding that space, and it shall be a violation of this article for any person to park a vehicle or allow it to remain parked otherwise.

Parking shall be prohibited at all times in the following locations:

| Freeboard Notes | Side Area | Location |
|---|-----------|---|
| 5 Points Plaza [Added 1-13-1998 by Ord. No. 98-99] | Fire lane | Entire length |
| 202 Marketplace [Added 1-13-1998 by Ord. No. 98-99] | Fire lane | Entire length |
| Airport Square [Added 1-13-1998 by Ord. No. 98-99] | Fire lane | Entire length |
| Bell Run Boulevard [Added 1-11-1994 by Ord. No. 94-3] | Both | From Snapp Road to end of divided section |
| Bell Run Boulevard [Added 1-11-1994 by Ord. No. 94-3] | Both | From Elsh Road to end of divided section |
| Bell Run Boulevard [Added 4-1-1991 by Ord. No. 91-3] | East | From Emerson Drive South 15 feet and North to Hemingway Drive |
| Bell Run Boulevard [Added 4-1-1991 by Ord. No. 91-3] | West | From Freedom Drive South 15 feet and North 15 feet |
| Bell Run Boulevard [Added 4-1-1991 by Ord. No. 91-3] | West | From Hemingway Drive South 15 feet and North 15 feet |
| Bethlehem Pike | Both | Entire length |
| Bridlepath Road [Added 8-23-2021 by Ord. No. 21-323] | North | From Greenbriar Drive to the property line of Bridle Path Elementary School |

| Freehold Township Center Area | Side Area | Location |
|---|-------------------|---|
| Bridlepath Road [Added 8-23-2021 by Ord. No. 21-323] | South | Between Greenbriar Drive and a point 100 feet in a westerly direction from the property line of Bridle Path Elementary School |
| Bridlepath Road [Added 10-21-1996 by Ord. No. 96-6□] | South | From Taylor Road to Bridle Path School |
| Claremont Drive [Added 4-□-199□ by Ord. No. 9□-□3] | Both | From Upper State Road to County Line |
| Claremont Drive [Added □-2□-1992 by Ord. No. 92-2] | North | Upper State Road and dividing line between Ethersfield □wynmere properties |
| Claremont Drive [Added □-2□-1992 by Ord. No. 92-2] | South | Upper State Road and end of Spring Valley Park property opposite Runnymede Drive |
| Commerce Drive | Both | Entire length |
| Commerce Drive [Added □-22-198□ by Ord. No. 8□□; Amended 4-2□-198□ by Ord. No. 8□□] | Both | Between Enterprise Road and cul-de-sac |
| Commerce Drive [Added □-22-198□ by Ord. No. 8□□] | Both | Between Stump Road and Enterprise Road |
| Cricklewood Circle | Inside of circle | Cricklewood Drive, counterclockwise 50 feet to sign |
| Cricklewood Circle | Outside of circle | Entire length |
| Cricklewood Drive | Both | Entire length |
| Davis Drive [Added 12-18-2006 by Ord. No. 06-210] | Both | From Penas Road to Annabel Drive |
| Domorah Drive [Added □-22-198□ by Ord. No. 8□□] | Both | Entire length |
| Enterprise Road [Added □-22-198□ by Ord. No. 8□□] | Both | Entire length |
| Fairacres Drive [Added 10-21-1996 by Ord. No. 96-6□] | Both | Between Upper State Road and North/South Stone Ridge Drive |

□222-20

□222-20

| Freehold Township Area | Side Area | Location |
|--|---------------------|--|
| Wynedd Crossing [Added 1-13-1998 by Ord. No. 98-99] | Fire lane | Tire length |
| Orsham Road [Added 9-23-1981 by Ord. No. 811] | Both | Between Five Points Intersection of Township Routes 309, 202 and 63 and the Orsham Township line |
| Enas Road [Added 4-1-1991 by Ord. No. 91-3] | West | Indlestrae Park |
| Leystone Drive [Added 4-2-1981 by Ord. No. 811] | Both | Between Bethlehem Pike [Route 309] and Elsh Road |
| Napp Road [Added 2-2-1989 by Ord. No. 81H] | Montgomery Township | Between Mansdale Avenue and Norway Drive |
| McLaughlin Road [Added 1-11-1994 by Ord. No. 94-31] | Both | From County Club Drive to end of divided section |
| McLaughlin Road [Added 10-21-1996 by Ord. No. 96-61] | Both | From County Club Drive to Route 309 |
| Meadowood Drive | Both | Between Fellowship Park and Rosewood Drive |
| Montgomery Commons [Added 1-13-1998 by Ord. No. 98-99] | Fire lane | Tire length |
| Montgomery Glen Drive [Added 1-29-2012 by Ord. No. 12-260] | Both | From Route 63 to Independence Drive at the playground |
| Montgomery Glen Drive [Added 1-29-2012 by Ord. No. 12-260] | East | From Hopkins Court to North Wales Road |
| Montgomery Glen Drive [Added 10-2-1993 by Ord. No. 93-21] | South | Between Hopkins Court and North Wales Road |
| Montgomery Glen Drive [Added 1-29-2012 by Ord. No. 12-260] | West | From North Wales Road to Independence Drive at the playground |
| Montgomery Mall [Added 1-13-1998 by Ord. No. 98-99] | Fire lane | Tire length |

222-20

222-21

| Freehold Township Ordinance | Deed | Location |
|--|-----------|--|
| North Wales Plaza [Added 3-13-1998 by Ord. No. 98-99] | Fire lane | Tire length |
| North Wales Road | Both | Between Route 63 and Snapp Road |
| North Wales Road [Added 3-11-1988 by Ord. No. 88A] | East | Between Welsh Road and Route 63 and Snapp Road |
| Progress Drive [Added 4-2-1988 by Ord. No. 88] | Both | Tire length |
| Regency Drive [Added 9-10-2018 by Ord. No. 18-308] | Both | From Hartman Road to Drake Lane |
| Richardson Road | Both | Tire length |
| Route 202 DeKalb Pike | Both | Between Welsh Road and a point 500 feet in a northerly direction from Welsh Road |
| Route 202 Doylestown Road [Added 2-22-1988 by Ord. No. 88] | Both | Between County Line Road and a point 500 feet in a southwesterly direction from County Line Road |
| Stump Road [Added 9-1-1986 by Ord. No. 88] | East | Identified section of Stump Road adjacent to Village of Meshaminy Falls |
| Upper State Road [Added 3-2-1992 by Ord. No. 92-2] | Both | County Line Road and north property line of Mary Mother of the Redeemer Church |
| Water Tower Square [Added 3-13-1998 by Ord. No. 98-99] | Fire lane | Tire length |
| Welsh Road [Added 8-22-1988 by Ord. No. 88] | West | Between Route 202 and a point 500 feet in a westerly direction from Route 202 |
| Windlestrae Park [Added 3-13-1998 by Ord. No. 98-99] | Fire lane | Tire length |

designated handicapped parking area.

10 Parking on sidewalk.

11 Parking within 15 feet of a fire hydrant.

12 Parking within 20 feet of an intersection.

13 Parking in area posted as a no-parking zone.

14 Parking a motor vehicle in a direction opposite to traffic movement on highway.

§ 222-24. Interference with Traffic Equipment.

- A. No person shall deface, damage, move, obstruct, destroy, change the wording of or alter or otherwise interfere with any official traffic equipment or traffic tags.
- B. It shall be unlawful to attach to a vehicle anything which simulates a traffic tag in general appearance, color or wording.

§ 222-25. Penalties and Enforcement. [Amended 4-24-1984 by Ord. No. 84; 1-6-2003 by Ord. No. 02-164]

Any person who violates any provision of this article shall, upon conviction, be sentenced to pay a fine of not less than \$5 nor more than \$25 and costs of prosecution and, in default of the payment thereof, shall undergo imprisonment for not more than 30 days, provided that it shall be the duty of the police officers and of parking enforcement personnel of the Township to report to the Chief all violations of any provision of this article, indicating in each case the section violated, the license number of the vehicle involved in the violation, the location where the violation took place, and any other facts that might be necessary in order to secure a clear understanding of the circumstances attending the violation. The police officer or other person making the report shall also attach to or place upon every such vehicle a notice stating that the vehicle was parked in violation of this article. The notice shall contain instructions to the owner or driver of the vehicle that if he will report to the Montgomery Township Police Station during regular business hours and pay the sum of \$15 or mail the envelope with \$15 and proper postage affixed to the Montgomery Township Police Station within 2 hours after the time of the notice or if he will place the sum of \$15 enclosed within the envelope provided in any of the special parking fine boxes that may be installed at various locations within the Township, that act will save the violator from prosecution and from payment of the fine and costs prescribed in the first sentence of this section.

ARTICLE
Ordinance Numbered 222-26

§ 222-26. Unmetered parking lots.

The following are established as the unmetered parking lots operated by the Township:

| Location | Location | Maximum Duration | Days in Operation | Hours of Operation |
|-------------------------------|---|-------------------------------|----------------------|--|
| Municipal Building Lot | West side of Municipal Building in front of police station | 2 hours | All | All |
| Autumn Woods Fitness Trail | Richardson Road | 1 mile using the park only | All | From sunrise to 1 hour after sunset |
| Ellowship Park | Meadowood Drive | 1 mile using the park only | All | From sunrise to 1 hour after sunset |
| Taylor Road Park | Bridle Path Road | 1 mile using the park only | All | From sunrise to 1 hour after sunset |
| Natural Area | Pecan Drive | 1 mile using the park only | All | From sunrise to 1 hour after sunset |

§ 222-27. Handicapped parking.

The Board of Supervisors, at its discretion, may provide at convenient and suitable locations in one or both of the unmetered parking lots reserved parking spaces for handicapped and shall designate those spaces by appropriate signs. It shall be unlawful and a violation of this article for any person to park in any such reserved parking space any vehicle unless that vehicle bears or displays either a handicapped registration plate or a handicapped parking placard, provided that all provisions, requirements and restrictions contained in the other sections of this article shall apply to vehicles lawfully parked in reserved parking spaces for handicapped.

§ 222-28. Parking meter locations.

It shall be unlawful for any person to park a vehicle or to allow a vehicle to remain parked, occupied or unoccupied in any unmetered parking lot for longer than the maximum parking time prescribed by § 222-26 of this article or at any time when the lot is not in operation and is closed to public use.

§ 222-29. Use for other than passenger vehicles.

The unmetered parking lots established by § 222-26 of this article shall be for the use of passenger cars, passenger vans, passenger buses, motorcycles, and pickup trucks only, and it shall be unlawful for any person to park any other kind or class of vehicle in any such lot.

§ 222-30. Inner off-street parking.

Every vehicle parked in an unmetered parking lot shall be parked wholly within the lines bounding or marking the individual parking space assigned to that vehicle. It shall be unlawful for any person to park a vehicle otherwise than as required by this section or to park a vehicle elsewhere than in an individual parking space, the prohibited areas including but not limited to the access and exit driveways and turning and maneuvering spaces.

§ 222-31. Suspension of requirements.

The Chief of Police may, in order to perform routine police functions or for special occasions, temporarily suspend the regulations and requirements of this article. Such special occasions may include exhibitions, demonstrations, celebrations and other similar uses. Like permission may be granted where special uses are being made of premises in near proximity to areas defined in § 222-26 of this article.

§ 222-32. Offenses and penalties.

Any person who violates any provision of this article shall, upon conviction, be sentenced to pay a fine of not more than \$15 and costs.



MONTGOMERY TOWNSHIP POLICE DEPARTMENT

William R. Peoples
Chief of Police

1001 Stump Road • P.O. Box 68 • Montgomeryville, PA 18936
215-362-2301 • Fax 215-362-6383

To: Montgomery Township Public Safety Committee
From: William R. Peoples, Chief of Police
Date: May 8, 2025
Ref: Proposed Parking Ordinance Modifications

Below, you will find several modifications to the current Montgomery Township Parking Ordinances, accompanied by notes that describe the proposed changes. I would like to discuss these suggested modifications with the Public Safety Committee and provide recommendations at the next Township's Traffic Engineer Meeting. In a separate attachment, you will find select Montgomery Township Ordinances that are currently in effect and correlate to the proposed modifications.

Thank you for your time. I look forward to discussing this at our next Public Safety Meeting Scheduled for May 21, 2025.

Respectfully,

A handwritten signature in blue ink that reads "William R. Peoples".

William R. Peoples
Chief of Police



MONTGOMERY TOWNSHIP POLICE DEPARTMENT

William R. Peoples
Chief of Police

1001 Stump Road • P.O. Box 68 • Montgomeryville, PA 18936
215-362-2301 • Fax 215-362-6383

Thursday, May 8, 2025

To: Chief W. Peoples

From: Ofc. M. Jenkins

Re: Overview of Changes to Parking Ordinances

1. § 222-18. Truck traffic restricted; penalty. EXHIBIT A

- a. Stump Rd, both directions, between Witchwood Dr and Welsh Rd
- b. Restricting trucks with an overall length greater than 30 ft. (including combinations)
 - i. Exception: Residential Deliveries and Emergency Vehicles
- c. Supported by engineering study – Gilmore & Associates, Inc.
- d. Originated from residential traffic complaints
 - i. 2024-27396

2. § 222-20. Parking prohibited at all times. EXHIBIT B

- a. Country Club Drive at Pinecrest Lane
 - i. Both directions from McLaughlin Road to the Crosswalk adjacent to 200 Country Club Drive
 - ii. Curb painting is recommended to denote new restrictions
- b. Supported by engineering study – Local Technical Assistance Program (PennDOT)
- c. HSU sight distance analysis
- d. Originated from residential traffic complaint
 - i. 2025-02426

3. § 222-23. Methods of parking. EXHIBIT C

- a. Replacement of existing ordinance in its entirety
- b. Adopting PAVC statutes 3351 – 3354
- c. Keeping 6 original regulations that are not currently covered by the PAVC
- d. Addition of 1 new regulation prohibiting overnight parking in the Twp parks
- e. Originated from several residential complaints of parking in the center of cul-de-sacs (Orchards Dev.) and within intersections

4. **Parking of certain vehicles within township limits. EXHIBIT D**

- a. New regulation/section
- b. Prohibits parking of large trucks, commercial vehicles, trailers, and other large vehicles on any township owned roadway
- c. Originated from several residential complaints about car-haulers and box trucks parked on residential streets

5. **Orchard Drive, from Stump Road to Jonathan Drive EXHIBIT E**

- a. **Not yet discussed at monthly engineer meeting**
- b. Would amend section § 222-20 – Parking prohibited at all times
- c. Current restriction at Jonathan Dr – “No Parking Here To Corner”
 - i. Current signs are confusing and do not specify which corner
 - ii. Parking on Orchard Dr, near Jonathan Dr, would significantly reduce the corner sight distance.
 - iii. Enforcement of PAVC in cul-de-sacs is anticipated to push vehicles further out, potentially impacting Orchard Dr
 - iv. Recommendation to restrict parking on one side of the street, from Jonathan Dr to Stump Rd (See Diagram)
 - 1. Maintain current restrictions at the corners of Jonathan Dr
 - a. Replace current signs with updated regulatory signs
 - v. Warrants to restrict parking would be met based on the width of the roadway
 - 1. Width is insufficient to allow parking on both sides without opposing vehicles having to yield to one another

AMENDMENT

§ 222-18. ~~It shall be unlawful for any person to drive a vehicle other than a passenger car, motorcycle, pickup truck or van on any of the following streets or parts of streets:~~ ~~Penalty.~~ [Added 12-11-1989 by Ord. No. 84-2; amended 10-2-2021 by Ord. No. 21-326]

- A. It shall be unlawful for any person to drive a vehicle other than a passenger car, motorcycle, pickup truck or van on any of the following streets or parts of streets:

| Name of Street | Limits |
|-----------------------|---|
| Country Club Drive | Entire length |
| Montgomery Glen Drive | Between Doylestown Road and Morsham Road (Route 63) |
| Pinecrest Lane | Entire length |

Stump Road

Between Witchwood Drive and Welsh Road, both directions
any vehicle greater than 30 feet in length, including
combinations

- B. Nothing in this section shall prohibit any person from driving an emergency vehicle on any of those streets or parts of streets or from driving on any of those streets or parts of streets a truck or other commercial vehicle making local deliveries to or pickups from premises located along that street or part of a street.
- C. Any person who violates any provision of this section shall, upon conviction, be sentenced to pay a fine of \$25 and costs.



GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

April 8, 2025

File No. 21-0101601

Carolyn McCreary
Montgomery Township Manager
1001 Stump Road
Montgomeryville, PA 18936

Reference: Stump Road (Welsh Road to Witchwood Drive) – Truck Restriction Analysis
Montgomery Township, Montgomery County

Dear Ms. McCreary,

Pursuant to your request, Gilmore & Associates, Inc. has updated the previous November 2, 2021 safety evaluation regarding heavy vehicles (trucks) using Stump Road between Welsh Road (SR 0063) and Witchwood Drive in Montgomery Township. A location map is provided on **Figure 1**. Based on the investigation, we offer the following for consideration by Montgomery Township.

I. DESCRIPTION

Stump Road is a local two-way Township roadway which extends from Welsh Road (SR 0063) to Bethlehem Pike (SR 0309) along the studied segment. The Witchwood Road to Welsh Road segment serves mostly residential properties and there are no commercial businesses that require large truck deliveries. For purposes of this discussion, Stump Road is considered to be oriented in a north/south direction. The cartway width varies from 24-36 feet with a posted speed limit of 35 miles per hour. There are generally no shoulders along the studied roadway segment.

Photos of the roadways and intersections are attached.

II. ANALYSIS

G&A performed a review to evaluate the existing conditions and concerns associated with truck traffic along Stump Road. A PennDOT TE-109 form has been completed and is attached. The following was observed:

Stump Road and Welsh Road

- Property damage from trucks observed on the northwest and northeast corners.
- Truck turning templates demonstrate that trucks over 30 feet in length are unable to navigate the intersection without encroaching into opposing lanes and/or striking the curb and pedestrian ramps.

Based on the property damage observed and the provided truck turning templates, the radii are inadequate to accommodate truck turning movements for trucks over 30 feet in length. Restricting truck traffic along this segment is recommended.

65 East Butler Avenue | Suite 100 | New Britain, PA 18901 | Phone: 215-345-4330 | Fax: 215-345-8606

Gilmore & Associates, Inc.
Building on a Foundation of Excellence
www.gilmore-assoc.com

Stump Road and Witchwood Drive

Truck turning templates were prepared demonstrating that trucks are able to navigate the intersection of Stump Road and Witchwood Drive. Trucks may continue eastbound on Witchwood Drive to access Route 309 South.

Target Shopping Center and/or the Route 202 Parkway. Stump Road narrows just south of the intersection of Witchwood Drive to Welsh Road. We recommend large trucks be prohibited from Witchwood Road to Welsh Road along this segment of Stump Road.

III. CRASH DATA

PennDOT crash data was reviewed for the most recent five-year period at the intersection. There was a total of 20 reportable crashes within this period along this segment of Stump Road. 2 crashes of the total 20 reported crashes were involving trucks and noted in bold below. The crash data is provided in the crash summary.

IV. RECOMMENDATIONS

Based on the residential area, cartway width, intersection radii, and observed property damage, we recommend restricting trucks over 30 feet in length along Stump Road between Welsh Road and Witchwood Drive. Appropriate signage should be revised at both ends of the restriction and posted at Gwynedd Lea Drive and Welsh Road. The proposed signage locations are provided on the attached sketch. We recommend the following signs be installed at the locations noted below:

Stump Road (south of Witchwood Drive)

- R5-2 NO TRUCKS sign, size 24"x24"
- **OVER 30 FT IN LENGTH sign, size 24"x18"**
- **R5-2-3 EXCEPT RESIDENTIAL DELIVERIES sign, size 24"x18"**

Witchwood Drive (approaching Stump Road)

- M4-4 TRUCK sign, size 24"x12"
- **OVER 30 FT IN LENGTH sign, size 24"x18"**
- R3-1 NO RIGHT TURN sign, size 24"x24"
- R3-2 NO LEFT TURN sign, size 24"x24"
- **R5-2-3 EXCEPT RESIDENTIAL DELIVERIES sign, size 24"x18"**

Welsh Road (approaching Stump Road)

- M4-4 TRUCK sign, size 24"x12"
- **OVER 30 FT IN LENGTH sign, size 24"x18"**
- R3-1 NO RIGHT TURN sign, size 24"x24"
- R3-2 NO LEFT TURN sign, size 24"x24"
- **R5-2-3 EXCEPT RESIDENTIAL DELIVERIES sign, size 24"x18"**

Stump Road (north of Welsh Road)

- R5-2 NO TRUCKS sign, size 24"x24"
- **OVER 30 FT IN LENGTH sign, size 24"x18"**
- **R5-2-3 EXCEPT RESIDENTIAL DELIVERIES sign, size 24"x18"**

Gwynedd Lea Drive (north of Welsh Road)

- **R5-2 NO TRUCKS sign, size 24"x24"**
- **R5-2-3 EXCEPT RESIDENTIAL DELIVERIES sign, size 24"x18"**

If the Board agrees with these recommendations, §222-18 should be updated to include the Truck restrictions for Stump Road between Welsh Road and Witchwood Drive. We remind the Township that the revised signage installed within the state right-of-way (Welsh Road SR 0063) requires permission from PennDOT. If the Township wishes to move forward with these improvements, a draft letter has been prepared for your use for submission to PennDOT.

If you have any questions regarding the above, please do not hesitate to contact this office.

Sincerely,

A handwritten signature in black ink that reads "Damon Drummond". The signature is written in a cursive, flowing style.

Damon Drummond, P.E., PTOE
Senior Transportation Engineer
Gilmore & Associates, Inc.

cc: Greg Reiff, Montgomery Township Director of Public Works
William Peoples, Chief of Police
Michael Jenkins, Highway Safety Unit
Pete Bryne, PennDOT
Leslie Bogdnoff, P.E., Gilmore & Associates, Inc.
Jim Dougherty, P.E., Gilmore & Associates, Inc.

AMENDMENT

Country Club Dr at Pinecrest Ln

§ 222-20. ~~Prohibited~~ ~~Locations~~.

Parking shall be prohibited at all times in the following locations:

| Free on enter Area | Side Area | on |
|--|---------------------------------|---|
| 5 Points Plaza [Added 1-13-1998 by Ord. No. 98-99] | Fire lane | Tire length |
| 202 Marketplace [Added 1-13-1998 by Ord. No. 98-99] | Fire lane | Tire length |
| Airport Square [Added 1-13-1998 by Ord. No. 98-99] | Fire lane | Tire length |
| Bell Run Boulevard [Added 1-11-1994 by Ord. No. 94-3] | Both | From Knapp Road to end of divided section |
| Bell Run Boulevard [Added 1-11-1994 by Ord. No. 94-3] | Both | From Elsh Road to end of divided section |
| Bell Run Boulevard [Added 4-1-1991 by Ord. No. 91-3] | East | From Emerson Drive South 5 feet and North to Hemingway Drive |
| Bell Run Boulevard [Added 4-1-1991 by Ord. No. 91-3] | West | From Freedom Drive South 5 feet and North 5 feet |
| Bell Run Boulevard [Added 4-1-1991 by Ord. No. 91-3] | West | From Hemingway Drive South 5 feet and North 5 feet |
| Bethlehem Pike | Both | Tire length |
| Bridlepath Road [Added 8-23-2021 by Ord. No. 21-323] | North | From Greenbriar Drive to the property line of Bridle Path Elementary School |
| Bridlepath Road [Added 8-23-2021 by Ord. No. 21-323] | South | Between Greenbriar Drive and a point 100 feet in a westerly direction from the property line of Bridle Path Elementary School |
| Bridlepath Road [Added 10-21-1996 by Ord. No. 96-6] | South | From Taylor Road to Bridle Path School |
| Claremont Drive [Added 4-1-1991 by Ord. No. 91-3] | Both | From Upper State Road to County Line |

□222-20

□222-20

| Freehold Township Engineer Are | Side Are | Location |
|--|-------------------|---|
| Claremont Drive [Added 12-1992 by Ord. No. 92-2] | North | Upper State Road and dividing line between Ethersfield Wynmere properties |
| Claremont Drive [Added 12-1992 by Ord. No. 92-2] | South | Upper State Road and end of Spring Valley Park property opposite Runnymede Drive |
| Commerce Drive | Both | Tire length |
| Commerce Drive [Added 12-1981 by Ord. No. 81; Amended 4-2-1981 by Ord. No. 81] | Both | Between Enterprise Road and cul-de-sac |
| Commerce Drive [Added 12-1981 by Ord. No. 81] | Both | Between Stump Road and Enterprise Road |
| Cricklewood Circle | Inside of circle | Cricklewood Drive, counterclockwise 50 feet to sign |
| Cricklewood Circle | Outside of circle | Tire length |
| Cricklewood Drive | Both | Tire length |
| Davis Drive [Added 12-18-2006 by Ord. No. 06-210] | Both | From Penas Road to Annabel Drive |
| Domorah Drive [Added 12-1981 by Ord. No. 81] | Both | Tire length |
| Enterprise Road [Added 12-1981 by Ord. No. 81] | Both | Tire length |
| Fairacres Drive [Added 10-21-1996 by Ord. No. 96-61] | Both | Between Upper State Road and North/South Stone Ridge Drive |
| Gwynedd Crossing [Added 1-13-1998 by Ord. No. 98-99] | Tire lane | Tire length |
| Horsham Road [Added 9-23-1981 by Ord. No. 81] | Both | Between Five Points intersection of Township Routes 309, 202 and 63 and the Horsham Township line |
| Penas Road [Added 4-1991 by Ord. No. 91-3] | West | Indlestrae Park |

□222-20

□222-20

| Freehold Township Area | Side Area | Location |
|--|---------------------|---|
| Keystone Drive [Added 4-2-198□ by Ord. No. 8□□] | Both | Between Bethlehem Pike [Route 309] and Welsh Road |
| Napp Road [Added 2-2-1989 by Ord. No. 8□H] | Montgomery Township | Between Mansdale Avenue and Norway Drive |
| McLaughlin Road [Added □-11-1994 by Ord. No. 94-3□] | Both | From County Club Drive to end of divided section |
| McLaughlin Road [Added 10-21-1996 by Ord. No. 96-6□] | Both | From County Club Drive to Route 309 |
| Meadowood Drive | Both | Between Fellowship Park and Rosewood Drive |
| Montgomery Commons [Added □-13-1998 by Ord. No. 98-99] | Fire lane | Entire length |
| Montgomery Glen Drive [Added □-29-2012 by Ord. No. 12-260] | Both | From Route □63 to Independence Drive at the playground |
| Montgomery Glen Drive [Added □-29-2012 by Ord. No. 12-260] | East | From Hopkins Court to North Wales Road |
| Montgomery Glen Drive [Added 10-2-1993 by Ord. No. 93-2□] | South | Between Hopkins Court and North Wales Road |
| Montgomery Glen Drive [Added □-29-2012 by Ord. No. 12-260] | West | From North Wales Road to Independence Drive at the playground |
| Montgomery Mall [Added □-13-1998 by Ord. No. 98-99] | Fire lane | Entire length |
| North Wales Plaza [Added □-13-1998 by Ord. No. 98-99] | Fire lane | Entire length |
| North Wales Road | Both | Between Route □63 and Napp Road |
| North Wales Road [Added 3-11-198□ by Ord. No. 8□A] | East | Between Welsh Road [Route 63] and Napp Road |
| Progress Drive [Added 4-2-198□ by Ord. No. 8□□] | Both | Entire length |

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Regency Drive [Added 9-10-2018 by Ord. No. 18-308]

Both

□rom □artman Road to Drake □ane

Richardson Road

Both

□ntire length

Route 202 □De □alb Pike □

Both

Between □ elsh Road and a point 500 feet in a northerly direction from □ elsh Road

Route 202 □Doylestown Road □ [Added 2-22-1988 by Ord. No. 8 □□]

Both

Between County □ine Road and a point 500 feet in a southwesterly direction from County □ine Road

Stump Road [Added 9-1 □-1986 by Ord. No. 8 □□]

□ast

□ idened section of Stump Road ad □acent to □illage of □eshaminy □alls

□pper State Road [Added □2 □-1992 by Ord. No. 92-2]

Both

County □ine Road and north property line of Mary Mother of the Redeemer Church

□ ater Tower S □uare [Added □13-1998 by Ord. No. 98-99]

□ire lane

□ntire length

□ elsh Road [Added 8-22-1988 by Ord. No. 8 □□]

□ est

Between Route 202 and a point 500 feet in a westerly direction from Route 202

□ indlestrae Park [Added □13-1998 by Ord. No. 98-99]

□ire lane

□ntire length

New NO PARKING area indicated by yellow and red lines.



Figure 7: Aerial View of Proposed Parking Restrictions

Refer to Figure 7 for an aerial view of the study area with the proposed parking restrictions. The red lines indicate a statutory restriction is in place. The yellow lines indicate where additional parking restrictions are warranted as described above in the warrant analysis. When posting the restrictions, there does not have to be any differentiation between statutory and non-statutory restrictions.

Parking Restriction Assessment for Country Club Drive

All residents appear to have access to off-street parking. Concern was expressed related to on-street parking primarily on the east side of Country Club Drive from the marked crosswalk located 150 feet south of the study intersection to the intersection with McLaughlin Road (T-410) located about 150 feet north of the study intersection. Secondary concern was expressed about potential parking on the west side of Country Club Drive.

The criteria to restrict parking can be found in Title 67, Section 212.114. Section 212.114(a) lists nine different warrants; if any one of the warrants are met, the Township may choose to restrict parking on Country Club Drive. The nine warrants were applied as follows:

1. The distance between the center of the center line pavement markings (or the center of the roadway if center line pavement markings are not present) and the curb or edge of roadway is less than 19 feet on major arterial highways, or less than 18 feet on other roadways.

MET. Roadway width was measured at 26 feet from curb to curb making the distance between the center of the roadway and the edge of roadway about 13 feet.

2. The street width is such that, if vehicles are parked along one or both curb faces or edges of the roadway, two vehicles cannot move abreast of one another in the same or the opposite direction without one yielding to allow the other vehicle to pass.

PARTIALLY MET. If a vehicle were to park along one edge of Country Club Drive, the effective width would be reduced to about 18 feet which is barely sufficient to allow two vehicles to move abreast of one another in the same or the opposite direction without one yielding to allow the other vehicle to pass. If vehicles were to park along both edges of Country Club Drive, the effective width would be reduced to about 10 feet which is insufficient.

3. A capacity analysis indicates that parking should be removed at all times or during certain hours to accommodate the traffic volume.

Did not perform, but this warrant would not be met on Country Club Drive – volumes are too low.

4. At an intersection, the available corner sight distance for a driver on the minor road is less than the necessary minimum stopping sight distance value for the driver on a through roadway.

MET on the east side of Country Club Drive. With no parked vehicles present, sight distance was adequate. However, if vehicles are parked on the east side of Country Club Drive anywhere from the marked crosswalk south of the intersection to the intersection with McLaughlin Road north of the intersection, sight distance would not be adequate.

5. An analysis of vehicle crashes indicates that at least three crashes during the previous 3-year period have been directly or indirectly attributed to one of the following primary causes:
 - i. Vehicles parking on the roadway.
 - ii. Vehicles entering or leaving the parked position.
 - iii. Drivers or passengers getting out of parked vehicles on the street side.
 - iv. Reduced sight distance due to the parked vehicles.

Not met. Only one reportable crash related to parking.

6. The area is designated as an official bus stop or as a loading and unloading zone.

Not met.

7. The area is adjacent to or opposite of a fire station driveway or any other type of driveway or intersection where turning maneuvers would be restricted if parking were present.

Not met.

8. The width of the shoulder is not sufficient to allow a vehicle or its load to park completely off the roadway.

N/A. Roadway is curbed and does not have shoulders. Off-street parking is available for residents.

9. Along roadways having three or more lanes and speed limits of 40 miles per hour or above, parking may be restricted to allow vehicles to use the berm or shoulder as a clear recovery area.

N/A.

Warrant 1 and Warrant 2 (partial) and Warrant 4 are satisfied for the east side of Country Club Drive from the marked crosswalk located 150 feet south of the study intersection to the intersection with McLaughlin Road located about 150 feet north of the study intersection. Therefore, parking restrictions can be posted in the study area where appropriate.

Warrant 1 and Warrant 2 (partial) are satisfied for the west side of Country Club Drive from the marked crosswalk located 150 feet south of the study intersection to the intersection with McLaughlin Road north of the study intersection. Therefore, parking restrictions can be posted in the study area where appropriate.

Refer to Figure 7 for an aerial view of the study area with the proposed parking restrictions. The red lines indicate a statutory restriction is in place. The yellow lines indicate where additional parking restrictions are warranted as described above in the warrant analysis. When posting the restrictions, there does not have to be any differentiation between statutory and non-statutory restrictions.

EXHIBIT C

§ 222-23 Methods of parking. (To Replace Current Section)

A. The Township adopts sections 3351 through 3354 of the PA Vehicle Code (Title 75).

B. In addition to subsection A, the following types of parking are prohibited:

1. Parking for commercial purposes, including but not limited to parking a motor vehicle for the sale thereof, for repair or awaiting repair thereto or for making sales therefrom.
2. Parking of a motor vehicle which does not have affixed thereto the valid year's registration plate or valid certificate of inspection.
3. Stopping for the purpose of loading or unloading or taking on or discharging passengers in places where it is not permitted. Such stopping is permitted where appropriate signs are placed.
4. Parking in areas designated and marked as loading zones for commercial purposes.
5. Parking in an area designated and marked as a fire lane.
6. Parking in an area posted as a no-parking zone.
7. Parking of any vehicle, after hours, in any Township Park.
 - i. In accordance with Chapter 166 Parks and Recreation Areas, § 166-1.
Hours.

TO BE REPLACED, ENTIRELY

Township of Montgomery, PA

§ 222-23. ~~Methods of parking.~~

- A. All vehicles shall be parked with the right side of the vehicle nearest the curbline and the right wheels of said vehicle within 12 inches of the curb and be not nearer than three feet to vehicles in front and back.
- B. The following types of parking are prohibited:
- (1) ~~Parallel parking when the right wheels of the parked vehicle are more than 12 inches from the curb. [3354]~~
 - (2) ~~Double parking that is, parking alongside a parked vehicle in a nondesignated area. [3353]~~
 - (3) ~~Parking for commercial purposes, including but not limited to parking a motor vehicle for the sale thereof, for repair or awaiting repair thereto or for making sales therefrom.~~
 - (4) ~~Parking of a motor vehicle which does not have affixed thereto the valid year's registration plate or valid certificate of inspection.~~
 - (5) ~~Parking that will so obstruct the entrance to a building as to prevent the usual and proper use of such building at the time, blocking driveway or entranceway. [3353]~~
 - (6) ~~Stopping for the purpose of loading or unloading or taking on or discharging passengers in places where it is not permitted. Such stopping is permitted where appropriate signs are placed.~~
 - (7) ~~Parking in areas designated and marked as loading zones for commercial purposes.~~
 - (8) ~~Parking in an area designated and marked as a fire lane.~~
 - (9) ~~Parking by nonhandicapped persons in an area designated and marked as a parking area for mobility handicapped persons or those using wheelchairs. No nonhandicapped persons shall park their vehicles bearing handicapped person registration plates in a designated handicapped parking area. [3354]~~
 - (10) ~~Parking on sidewalk. [3353]~~
 - (11) ~~Parking within 15 feet of a fire hydrant. [3353]~~
 - (12) ~~Parking within 20 feet of an intersection. [3353]~~
 - (13) ~~Parking in area posted as a no parking zone.~~
 - (14) ~~Parking a motor vehicle in a direction opposite to traffic movement on highway. [3354]~~

EXHIBIT D

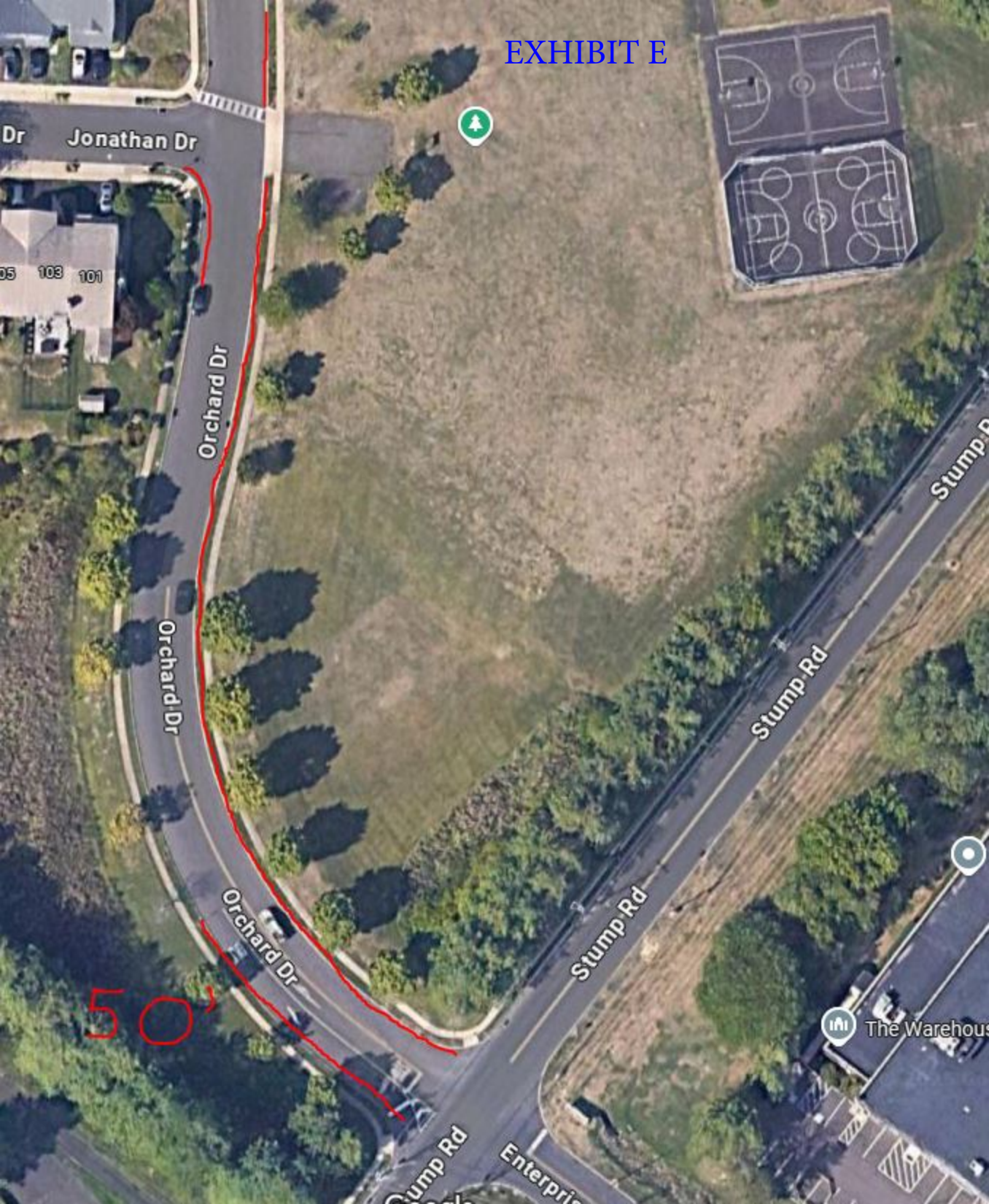
Parking of Certain Vehicles Within Township Limits (New Section)

1. Prohibitions: The following types of vehicles are prohibited from parking on any Township roadway or trafficway between the hours of 8:00pm and 6:00am:
 - a. Any truck, van, or vehicle combination having a gross weight, registered gross weight, gross vehicle weight rating in excess of 14,000 lbs., or registered Class 6 or higher
 - b. Any trailer or semi-trailer
 - c. Any mobile home
 - d. Any recreational vehicle/trailer
 - e. Any boat or boat trailer
 - f. Any bus
 - g. Any construction vehicle/machinery, including but not limited to, a backhoe, front-end loader, skid-steer, or excavator
 - h. Any vehicle required to bear placards for the transportation of hazardous materials
2. Exclusions: The provisions of this chapter do not apply to the following:
 - a. Township-owned vehicles
 - b. Ambulance, fire, and rescue vehicles
 - c. Vehicles used and operated by the US Postal Service
 - d. Vehicles engaged in the construction or repair of streets, curbs, sidewalks, or utilities
 - e. Vehicles engaged in making routine household deliveries or rendering routine household services to a property located within the block or street where the vehicle is parked
 - f. Vehicles subject to this chapter that are parked, stored, or otherwise kept within an enclosed building or garage upon a residential lot
 - g. Vehicles that are in the process of being loaded or unloaded
3. Removal of Vehicles:
 - a. Any vehicle which is not moved at the end of the time period for which it may lawfully remain, or upon the direction of Montgomery Township, may be removed by the Township immediately and without notice.
 - b. All costs for such removal shall be assessed against the vehicle owner or person(s) parking such vehicle.
4. Exceptions:
 - a. Exceptions to this chapter may be granted by Montgomery Township for just cause.
5. Violations and Penalties:
 - a. Any person or entity violating any provision of this chapter shall be guilty of a summary offense and, upon conviction, shall be sentenced to pay a fine of not less than \$50 nor more than \$300, plus court costs. Each day's violation of any of the provisions of this chapter shall constitute a separate offense.

Surrounding area Parking Ordinances for large vehicles.

| Municipality | Time | Gross Weight | Vehicle Class | Trailers | Motorhomes | Width | Comercial Vehicle |
|------------------------------------|-----------|---------------|-------------------|---------------------------|--------------------------|-------|---|
| Hatfield | 2100-0600 | | Over 4b | No 2100-0600 | No 2100-0600 | | |
| Horsham | | | 2 or 3 Commercial | prohibited | prohibited | | Yes with other 1.5 ton capacity |
| Lower Gwynedd | 1900-0700 | 9,001 or over | Class 1-3 | Attached to truck 5k - 9k | prohibited | | |
| Upper Gwynedd | 1800-0600 | 7,000lbs + | Class 3 + | prohibited | prohibited | | |
| Lansdale | 2100-0600 | 12,000 lbs + | | prohibited (unattached) | prohibited | | Defined vehicle over 12,000 lbs |
| North Wales | | 8,000 lbs | | | | 82 " | Vehicles over 48 hours / construction over 24 hours |
| North Wales - residential district | | 11,000 lbs + | | | | 80" | |
| Warrington | | 5000 + | Class 6 | prohibited | prohibited | | |
| New Britain | 2030-0900 | 8500 lbs + | | Prohibtied over 10' | | | Any CMV truck / van |
| Whitemarsh | | | | prohibited | Over 26' long or 7' wide | | |
| Whitpain | | 10,000 lbs | | prohibited over 10k | | | vehilces over 10k for commercial purpose |
| East Norriton | | | | | | | restrict all commercial equipment |
| West Norriton | 2000-0600 | 10,000 lbs | | | | | |

EXHIBIT E



Expanded to include all Twp owned parking lots.

§ 222-26. Unmetered lots established.

The following are established as the unmetered parking lots operated by the Township:

| Location | Location | Maximum Duration | Days in Operation | Hours of Operation |
|-------------------------------|---|-----------------------------|----------------------|--|
| Municipal Building Lot | West side of Municipal Building in front of police station | 2 hours | All | All |
| Autumn Woods Fitness Trail | Richardson Road | File using the park only | All | From sunrise to 1 hour after sunset |
| Fellowship Park | Meadowood Drive | File using the park only | All | From sunrise to 1 hour after sunset |
| Taylor Road Park | Bridle Path Road | File using the park only | All | From sunrise to 1 hour after sunset |
| Natural Area | Pecan Drive | File using the park only | All | From sunrise to 1 hour after sunset |

§ 222-28. Prohibited parking.

It shall be unlawful for any person to park a vehicle or to allow a vehicle to remain parked, occupied or unoccupied in any unmetered parking lot for longer than the maximum parking time prescribed by § 222-26 of this article or at any time when the lot is not in operation and is closed to public use.

§ 166-1. Hours. [Amended 8-2-1993 by Ord. No. 93-18; 2-8-2016 by Ord. No. 16-294]

- A. All Township parks, with the exception of the Township's Bark Parks, shall be open only from sunrise to one hour after sunset, except where the park is illuminated at nighttime, in which case the illuminated portion of the park shall be open until 11:00 p.m.
- B. The Township's Bark Parks shall be open only from 8:00 a.m. to one hour after sunset.
- C. Special permission for use following one hour after sunset may be obtained upon application made at the Township Administration Building, at least five days in advance, to the Township's Park and Recreation Board, but in no case shall the park be open after 10:00 p.m., excepting where the designated park is illuminated, in which case the park shall not be open after 11:00 p.m.
- D. In the event that as a result of further development of park and park areas there are park areas which are partially illuminated, the illuminated portion of the park shall be opened until 11:00 p.m., but the nonilluminated area of the park shall be closed one hour after sunset.

Introduction

According to the US Fire Administration, volunteers account for 96.8 percent of firefighters in Pennsylvania, compared to the national average of 70.2 percent. Since the 1970s, Pennsylvania's number of volunteer firefighters has dropped from 360,000 to fewer than 37,715 per the PA Senate Resolution 6 Report in 2018. This number includes career personnel, excluding the cities of Allentown, Pittsburgh, and Philadelphia, fire police officers, and members who do not serve actively on the scene. The SR 6 Commission stated that *it is the consensus of the Commission that a public safety crisis is unfolding due to the continuing decline in the ranks of our emergency services volunteers.*

Several reasons exist for the vast drop in volunteer firefighters over the last several decades. Some of the reasons include:

- Nature of the Job
- Work/Life Balance
- Training Requirements
- National decline in Volunteerism
- Lack of legacy and generational family involvement
- Businesses no longer allow employees to leave work
- Increase in the number of incidents, including EMS
- Decrease in the number of structure fires
- Bedroom communities, transplants, lack of community connection

The Montgomery Township Department of Fire Services continues to experience the impact of this nationwide lack of volunteer firefighters despite several efforts over the years focused on the recruitment and retention of volunteer firefighters and fire police officers. These recruitment and retention initiatives have included:

- Local tax rebate incentive
- Membership to the Montgomery Township CRC
- FEMA SAFER grants
- Night and Holiday Stipend Program
- Advanced technology and equipment
- New apparatus and facilities
- Uniforms
- Physicals and Member Wellness
- Recruitment and Retention events and activities
- Investment in member and department safety
- Explorer Program with Scouting

Several barriers to recruitment and retention are specific to Montgomery Township and similar communities. These barriers include:

- Work/life balance & free time
- Lack of community connection

- Housing market
 - First time home buyers
 - Demographics of home buyers that are new to Montgomery Township
- Legacy families
- Nature of job, incidents, and number of incidents
- Dual-income homes
- Demographics of community members
- Traffic and location of stations
- Loss of members to be career firefighters in other locations
- Attrition due to age, change of life, and moving out of Montgomery Township

Montgomery Township Department of Fire Services was founded as a combination fire department in 2002. The department is proud to be a combination fire department. In the beginning, the career staff functioned to support the volunteers. This has changed over the past two decades. The lack of volunteers has forced the department members to do more with less. This change has transitioned the department to a career department that volunteer firefighters and fire police officers support. The career staff has assumed many more roles and responsibilities as the number of volunteers continues to decline. The career staff is currently responsible for most of the department's operations, including but not limited to ordering and inventory of equipment, the operational readiness of equipment and apparatus, facilities, self-contained breathing apparatus, turnout gear, fire prevention, community risk reduction activities, and overall support of the volunteers. The goal of the Department Leadership is to have the career staff shoulder most of the operational responsibilities to allow the volunteers to focus on responding to incidents, participating in training, and managing the FDMT and the FDMT Relief Association.

The department has also increased the services offered to Montgomery Township over the past five years. The department has expanded from traditional fire rescue services to an all-hazards agency. The department has invested time and money into training staff and purchasing equipment in several disciplines to provide the best possible customer service to the citizens, business owners, and visitors to Montgomery Township. These services include community risk reduction and fire prevention activities, technical rescue, fire investigations, QRS, public safety drones, hazardous materials response, and emergency management. The department has increased service delivery and the ability to provide effective and competent services across various disciplines. The department continues to grow and refine its skills and abilities. The members of the combination department are committed to providing timely and effective interventions and resolutions with a customer-first philosophy. The department desires to expand the services provided across all days of the week and time of day.

Fire Department of Montgomery Township Membership

The Fire Department of Montgomery Township currently has 69 members. The department's volunteer membership includes 44 firefighters, 18 fire police officers, and seven administrative members. 26 of the 44 firefighters reside in Montgomery Township, and 17 of these township residents have their Proboard 1001 National Firefighter 1 Certification. In all, 33 of the 44 firefighters have obtained National Certifications as a firefighter, a departmental requirement for interior firefighters. The department has had a net gain of 4 new firefighters since January 2022.

The department currently has 11 members who meet departmental requirements for activity and are certified to FF1. 8 of these 11 active members reside in Montgomery Township. As of this writing, the department has three new probation firefighters enrolled in the Firefighter 1 Academy at the Bucks County Public Safety Training Center.

| 1/1/22-6/1/24 | Firefighter | Fire Police | JR FF |
|---|--------------------|--------------------|--------------|
| In | 19 | 4 | 6 |
| Out | 15 | 4 | 7 |
| Net Total | 4 | 0 | -1 |
| Active Members with FF 1 Cert. | | 11 | |
| Active Members FF1 & Mont Twp. | | 8 | |

Response Data

Department response data was collected and analyzed from 1/1/2023 to 7/31/2024. The response data measured the arrival time of the first engine and the number of certified firefighters who responded to the incident. This data was compared across shifts and days of the week. The data did not include QRS responses, officer-only calls, cover assignments, and mutual aid responses to non-adjacent municipalities.

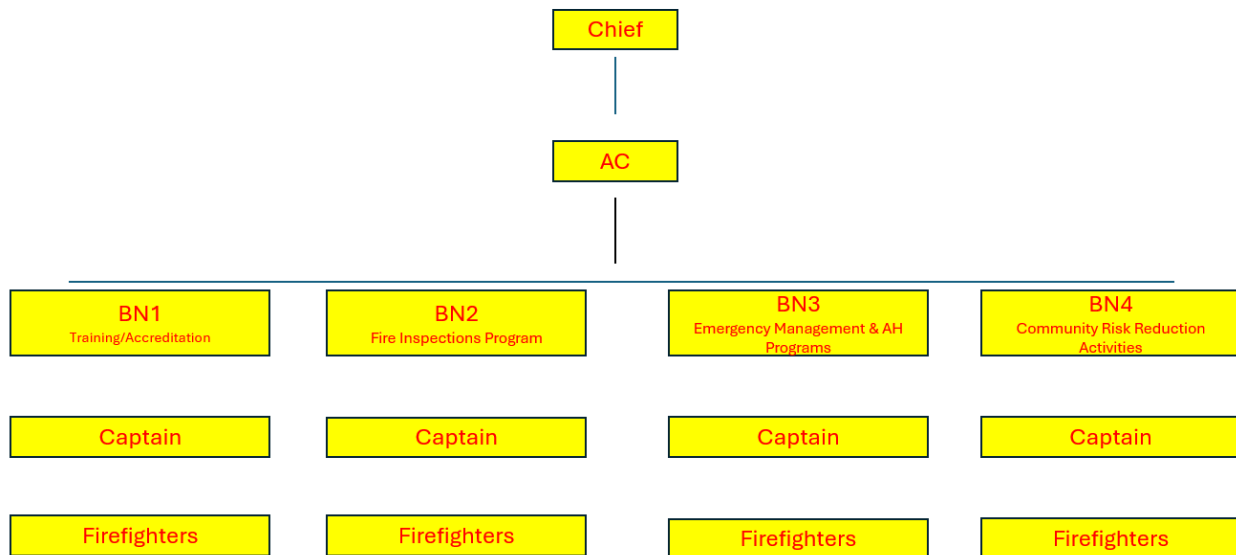
| 1st Engine Arrival | Montgomery Twp | All Calls | Level 1001 Cert. |
|---|-----------------------|---|-------------------------|
| Combination | 04:36 | 05:17 | 6.81 |
| Volunteer | 08:50 | 09:06 | 7.82 |
| Stipend | 07:06 | 07:30 | 6.41 |
| Average | 06:29 | 06:47 | 7.13 |
| Difference between Combination & Volunteer | | 04:14 (response time in Montgomery Twp.) | |

The data indicates that increased response times and a decrease in certified personnel occur most often on weekends and weekdays between 05:30 a.m. and 07:00 a.m. There were several incidents during this timeframe where the department had limited response or did not respond unless the career staff were in the station awaiting the start of their shift. The department complies with NFPA 1720 regarding the on-scene time of the first arriving apparatus. NFPA 1720 allows for a nine-minute response time for combination departments in urban areas. The department utilizes mutual aid companies to achieve the NFPA recommendation for 15 qualified firefighters to respond to an incident.

| Year | Number of Incidents |
|-------------|--|
| 2022 | 763 |
| 2023 | 789 |
| 2024 | 840 (estimate based on 70 calls a month) |

Career Staffing

There are various ways and shifts to increase career staffing and provide 24/7/365 coverage for Montgomery Township. The optimal staffing and shifts for Montgomery Township would be four platoons of five members that work a 24-hour, 72-hour off rotation. The platoons would consist of 1 Battalion Chief, 1 Captain, and 3 Firefighters. This would allow an Incident Commander to handle all incidents in Montgomery Township.



The Battalion Chiefs would be responsible for shift supervision and additional tasks, including Emergency Management, Fire Inspection Program, Community Risk Reduction Activities, Training & Accreditation, and All-Hazards Programs, including QRS, Technical Rescue, and Drones. These additional tasks will be split amongst the Battalion Chiefs. The Battalion Chief will also serve as the Fire Investigator during their shifts. They may call in additional Fire Investigators depending on the incident. The Battalion Chiefs will report to the career Assistant Fire Chief.

The captains will supervise the crew operating in hazardous environments. They will be responsible for the firefighters on their shifts. Captains will also be responsible for operational readiness and supporting the department's daily operations. These responsibilities include inventory, ordering of equipment, self-contained breathing apparatus, engineering, facilities, EMS Quick Response Service, entering incident and training reports into Fire RMS, and all other tasks assigned by the Battalion Chief.

Part-time firefighters will still need to fill shifts when members are at training, sick, or on vacation. The goal of the department is to keep four firefighters on an Engine. This can be achieved by using part-time firefighters to assist with open shifts. Battalion Chiefs will also be able to fill open positions on the engine during the shift. The department will bring staff in to cover shifts on overtime once all other options have been exhausted to fill the open shift. The department may want to explore having six members on a shift to allow for training, vacations, and sick days. This extra firefighter will ensure that there are always four firefighters on the engine.

Using part-timers would be a short-term solution to ensure that there are always four firefighters on an Engine. The department's long-term vision is to have full-time staff with a supplement of volunteer firefighters. Part-time firefighters lack the cohesion and engagement needed to operate and function within the department's daily operations. They fill the role of a firefighter, but they cannot assist with the full-time staff's many tasks and functions in maintaining operational readiness and engaging in community risk reduction activities.

The department will continue to operate as a premier combination fire department. The volunteers of FDMT will continue to respond to incidents, participate in training, and engage in the day-to-day operations of the FDMT and FDMT RA. The career staff will continue to support the volunteers of our department by creating daily training opportunities and splitting crews when needed to allow for the staffing of apparatus by volunteers and career members. Volunteers will continue to be an integral part of the fabric of the department.

Fire Battalions

The career staff will continue to operate from the Battalion 1 firehouse. Modifications will need to be made to the office area to allow dedicated cubicles for the Battalion Chiefs and Captains. The firefighters will not have dedicated spaces. Firefighters will share Microsoft Surfaces between platoons so that inspections and work can be completed. The department may need to invest in portable TOG racks to support the needs of the additional staff. There is not enough room in the Battalion to allow lockers for all staff. Members must bring their uniforms and bedding when they report for the shift.

A new station or an addition to Battalion 1 should be considered. The current station is not sustainable and will not support the department's long-term daily operations. The most advantageous plan would be for a new station to be built in the center of Montgomery Township. This new station would meet all the requirements of NFPA and would be built in a centralized location to allow volunteers to respond to the station for fire incidents. The department should consider creating a public safety campus with MTPD and VMSC. The new station should allow staffing needs, training, meetings, storage of gear and equipment, and community interactions. The township should consider the construction of basketball and pickleball courts adjacent to the firehouse, which would allow for community interaction and the recruitment of volunteer firefighters.

Horsham Road and Upper State Road would be the preferred area for a new fire station. This location would allow accessibility to major road arteries in the Township. It would also allow volunteers to respond to the station for emergency incidents while avoiding the congestion on Route 309. Most FDMT volunteers reside in the Montgomery Orchards, Montgomery Greene, and Canterbury neighborhoods. The current location of Battalion 1 does not allow for the timely arrival of volunteers responding from home. Battalion 2 is a better station for volunteers to respond from home; however, this station is not designed to house the career staff.

Consideration could also be given to an addition to Battalion 1. There is adequate room and property to build both horizontally and vertically. Battalion 1 is in a good location for emergency response. However, it is not the ideal station for volunteers who respond from home. The station is also not walkable or a traditional community firehouse. The department could entertain the idea of

building sports courts near the firehouse to attract community members to visit the firehouse and recruit volunteer firefighters.

| Municipality | Cost of New Fire Station |
|--------------------------|---------------------------------|
| Northampton Station 3 | 20 million |
| Northampton Station 73 | 12 million |
| Vineland Fire Department | 23 million |
| Upper Providence | 9.5 million |
| Trappe Fire Company | 8 million |

Career Staff Onboarding & Salaries

The department must hire several new employees to meet the optimal staffing plan of 4 platoons. The department has seven full-time staff members, including a chief, an assistant chief, a captain, and five firefighters. The department would have to hire 15 new full-time staff. The department must hire or promote four battalion chiefs, three captains, and twelve firefighters. Consideration would be given to promoting and hiring within the department, including current career members, part-time firefighters, and volunteers. The department would need to conduct an onboarding daytime fire academy-type program to ensure that all employees meet the standard hiring requirements.

Start-up costs for staff hiring will be involved. These costs include uniforms, TOG, specialty rescue equipment, radio equipment, and training. The minimal cost per new employee is approximately \$25,000.00 per firefighter. The cost of onboarding, including the rental of TOG, cubicle upgrades, technology, and the firefighter academy, will be estimated at \$375,000.00 to \$415,000.00.

| GL Account | Description | Per Person | 19 New Employees |
|--------------------------|------------------------|-------------------|-------------------------|
| 03-411-210 Office | | | |
| | General Office | \$2,000.00 | \$2,000.00 |
| 03-411-221 FF Equip | | | |
| | Turn Out Gear | \$15,000.00 | \$225,000.00 |
| | Rental TOG 1 year | \$1,000.00 | \$15,000.00 |
| | Tech Rescue Gear | \$2,000.00 | \$30,000.00 |
| | Radios/Pagers/Phones | \$2,000.00 | \$30,000.00 |
| | Total | | \$300,000.00 |
| 03-411-238 Uniforms | | | |
| | Uniforms for New Staff | \$3,000.00 | \$45,000.00 |
| 03-411-420 Dues | | | |
| | PA L&I Fire Inspector | \$200.00 | \$3,000.00 |
| 03-411-460 Training | | | |
| | Firefighting Academy | \$20,000.00 | \$20,000.00 |
| 03-411-480 HR Hiring | | | |
| | HR Hiring Expenses | \$10,000.00 | \$10,000.00 |
| Operational Total | | | \$380,000.00 |
| 03-311-700 Capital | | | |
| | Cubicle for Staff | \$10,000.00 | \$10,000.00 |

| | | | |
|----------------------|---------------|-------------|---------------------|
| | Gear Lockers | \$15,000.00 | \$15,000.00 |
| | Staff Lockers | \$5,000.00 | \$5,000.00 |
| Capital Total | | | \$30,000.00 |
| TOTAL BUDGET | | | \$410,000.00 |

Staff salaries will be the most significant cost of the Department's operational budget. With a department consisting of 22 full-timers and part-time firefighters, salaries will significantly increase moving forward. The maximum estimated salary as of this writing and the **CURRENT** CBA are as follows.

| Position | Number | Salary w/benefits | Salary Combined |
|------------------------|-----------------------|--------------------------|------------------------|
| Assistant Chief | 1 | \$162,883.00 | \$163,883.00 |
| Battalion Chief | 4 | \$149,000.00 | \$596,000.00 |
| Captain | 4 | \$143,000.00 | \$571,000.00 |
| Firefighter | 12 | \$132,000.00 | \$1,981,000.00 |
| Part-time Firefighters | 15 | \$27.05 an hour | \$100,000.00 |
| Total | (Including FC and AA) | | \$3,752,792.00 |

The department's current salary cost is \$1,370,000.00. Based on the current CBA, the estimated salary cost of increasing personnel is \$3,800,000.00. The difference between the current cost and the estimated cost with increased personnel is \$2,410,000.00. The Township's current millage is 2.94. The Township's average residential assessment is \$166,432.00. The current residential assessment tax bill is \$489.31. The increase in personnel costs will necessitate a 1.11 tax millage increase, resulting in a residential tax bill of \$674.25. This will be a 38% increase at \$184.94. These costs are calculated using the current CBA. The cost will need to be adjusted once the new CBA is finalized. The adjustment will result in additional personnel costs. These costs only include personnel costs and do not include the entirety of the department's operational budget.

Fire Inspection Revenue

| | |
|----------------------------|-------------|
| 2021 | \$18,430.00 |
| 2022 | \$31,325.00 |
| 2023 | \$38,795.00 |
| 2024 (1/01/2024-8/27/2024) | \$28,915.00 |

Summary

The department continues to feel the impact of the national trend of a decrease in volunteer firefighters. Several reasons exist for this decrease, including a lack of community connection, the need for work/life balance, unaffordability of housing, the disappearance of legacy firefighter families, seeking career positions in another area, and the amount of time and training needed to obtain national certification. Township and department leadership has attempted to incentivize the recruitment and retention of volunteers by offering tax rebates, obtaining federal SAFER grants,

funding a night duty program, investing in member development and safety, state-of-the-art facilities, apparatus, and equipment, and managing the operations of the department allowing volunteers to prioritize training and responding to incidents. Department leadership continues to focus efforts on recruiting and retaining volunteers; however, departmental attrition rates are growing and will continue to grow over the next couple of years.

The township and department leadership must consider the future of their fire department. The community's needs continue to grow as the township's infrastructure becomes older. The demographics and landscape of the township are changing with more apartment buildings, congregate care communities, Penn Medicine, and the hopeful redevelopment of the mall property.

Firefighters are asked to respond to ever-changing events in an all-hazards environment. The community expects a competent problem-solver to respond to emergencies and professionally resolve their issues. This requires a well-trained and educated firefighter to arrive quickly. Firefighting has changed over the past decades. Fire burns hotter and faster, the threat of cancer is ever prevalent, community risk reduction is critical to creating a community fire safety culture, and firefighters must be competent in several disciplines. Firefighting continues to be a dangerous profession, where 89 firefighters died in 2023, with 50 being volunteer firefighters. There were 65,650 firefighter injuries in 2022.

The FDMT has had a net gain of four firefighters since January 2022. This minimal gain is despite continual efforts to recruit and retain volunteers. The attrition rates will continue to increase for the FDMT, with members increasing in age, younger members moving away from Montgomery Township, and fewer residents willing to volunteer. As of this writing, the FDMT does have three new probation members attending the Fire Academy with an anticipated graduation date of late fall 2024. It can take approximately one year to get a new volunteer without any prior experience up to the level of training to be a qualified interior firefighter, depending on the fire academy class schedule.

Response data indicates a difference of 4 minutes and 14 seconds in the arrival of a fire engine between career shifts and volunteer shifts in Montgomery Township. Response times are below NFPA 1720 recommended best practices. Volunteer response times are within 10 seconds of NFPA's allowed response times. The data also indicates that the department struggles with response times and staffing during the early morning and weekend hours.

The optimal plan would be for the Township to employ career firefighters 24/7/365, supported by volunteers. The career firefighters would work 24-hour shifts with 72 hours between shifts. This rotation would require four platoons of five people. The platoons include a Battalion Chief, a Captain, and three firefighters. Part-time firefighters would be needed to fill shifts for time off and training. Township and department leadership would need to strongly consider a new fire station or an addition to the Battalion 1 firehouse to support and sustain the operations of full-time staffing.

The department would consider hiring existing part-time firefighters and volunteers of the FDMT for the newly created career positions. The department may need to run a daytime fire academy to ensure that all new employees meet the established requirements for career firefighters. The department will ensure all new employees have passed the cognitive and psychomotor testing protocols for hiring new career firefighters. There is concern that the application pool is decreasing

due to the area fire departments hiring career firefighters. Several local fire departments are hiring or hiring soon, and fire departments are competing for the same candidates.

Increasing the full-time staff will necessitate building a new fire station or adding to the Battalion 1 firehouse. The current fire station is at its maximum capacity, and adding new staff will require more employee space. A new fire station in a centralized location should be considered. This latest fire station will allow the sale of the two existing fire stations. An addition to Battalion 1 will be necessary if a new fire station is not feasible. The department will make the current station work in the short term; however, the station is not sustainable for the long-term needs of the department.

The onboarding of new firefighters will have high startup costs, which will have a one-time impact on the department's operational budget. The estimated price is approximately \$400,000.00. The long-term effects on the operational budget will be staff salaries and the yearly costs of maintaining a full-time combination fire department. A tax increase will be needed for the additional staffing and new work schedule. The finance department determined that a 1.11 tax mill increase would be necessary to fund the cost of the new personnel. This increase would raise taxes by 38%, resulting in a new residential tax bill of \$674.25, an additional \$184.94 over the current residential tax bill. Township leadership should consider a fire tax, allowing the fire department to have a dedicated tax mill to support its operations.

Township and departmental leadership must prepare for a continual decrease in volunteer staffing levels and an increase in response times for the first arriving engine during volunteer hours. The department has invested significant time, effort, and money in recruiting and retaining volunteers with minimal gains. The department is in an excellent position to transition to a full combination department while maintaining its volunteer personnel. The Township has the personnel to make this transition and provide Montgomery Township with a premier combination fire department that is community-focused and operates efficiently in an all-hazard environment.