

More Officials Express Opinions on Blue Route

Because of the great public interest in the Blue Route controversy, the Daily Times is printing the full text of remarks made by some of the officials at the public hearing on the Delaware County Expressway. The talks will appear in the order in which they were presented at the Delaware County public hearing in Newtown. The speeches of other officials—municipal, civic and business—will follow. Two or three will be printed daily.

Harry Faust

(Faust is a Marple Township Commissioner.)
Thank you. Good evening, ladies and gentlemen. Due to the great amount of publicity that recently has been given, not only locally but throughout the State, to the dire need for more adequate planning for our land use and land conservation, I will confine my remarks to the effect that this proposed route will have on the future land use in Marple Township.

J. Frank Sterling

(Sterling is vice president of the Marple Township Board of Commissioners.)
Thank you, Mr. Olds. This proposed route for the Midcounty Expressway as it is intended to traverse Marple Township will undoubtedly create multiple community problems. These will exist. With the building of this highway we will inherit a duplication of the many problems of the Schuylkill Expressway, which need not further be explained. Fire and police protection, to which every Marple Township citizen is entitled, will become increasingly more difficult to provide, if there is a major expressway to be crossed and de-crossed while endeavoring to deliver these services in emergency periods. It does not matter whether we go over or under the highway. In either event we should certainly be delayed and slowed up by the increased volume of traffic which will inevitably be adjacent to the roadway. Our principal cross-town artery is Sprout Road. The base of operations for our fire, police and ambulance facilities are located far cross-town to one of the most expensive residential areas in the community.

Charles Noble

Mr. Olds and Mr. Chairman, I am Charles M. Noble, a professional engineer, registered in Pennsylvania. In a professional career extending over a period of 41 years I have specialized in highway engineering. The Township Commissioners of Marple Township employed me on August 18, 1961 for the purpose of determining whether some constructive suggestions could be made to lessen the effects on Marple Township caused by the construction of the proposed Interstate Midcounty Expressway. The commissioners felt that the alignment of the expressway proposed by the Pennsylvania Department of Highways was particularly damaging to the township in the Beatty Hills area, and it would destroy a zoned commercial area that would yield lucrative and needed taxes. The commissioners were also desirous that refinement be made in the alignment proximate to other improved properties, and at the interchanges, for avoiding damage and loss of tax rates.

J. Vincent Eagan

My name is J. Vincent Eagan, Jr., 5th Ward Commissioner, Haverford Township. I have a resolution here unanimously adopted by the Township Board of Commissioners of Haverford. This was at a special meeting on December 4. This contains many whereas and wherefore and so forth; it is not quite my style. Before I read it, I believe a few brief comments are in order. Haverford is a first-class township. In the county we are the second largest in population, having a population of approximately 55,000. We encompass 10.1 square miles. Haverford is a beautiful residential, fully developed township. There is no open ground except the ground used for our parks and recreation areas. The area where this Midcounty Expressway would cut through is the finest in the township, consisting of many old farmhouses, historic homes, beautiful new suburban residences. Actually one street, one curving street, Brennan Drive, we feel would be completely isolated from the township by this Midcounty Expressway. It goes through my ward, the 5th Ward, and the 4th Ward. Haverford's position on this expressway has been one for the past six years of trying to find out something about the highway. We contacted the Secretary of Highways many times by letter and in person. We never were able to gain any information sufficient enough for us to assess this thing in any definitive manner. Like all of you, when notice was given a week ago about this hearing, under pressure we called this special meeting.

John H. Foster

I am Commissioner Foster of Radnor Township. I reside at 671 Church Road in Wayne. I came to this hearing accompanied by Commissioner William Plummer of Glen Mary Lane in St. Davids, who represents the 2nd Ward. In the interests of brevity I am going to offer a resolution for the record. Everyone in our township knows that our commissioners took a stand on the 28th of November in any way whatsoever coming through the township. And I wish also to offer for the record an article that appeared today in the Suburban Wayne Times, which deals with the facts and statistics, as to the economic impact that this highway would have on our township, from the tax assessable point of view. So I will offer these two exhibits for the record, and thank you for the opportunity to appear.

Walter Emmet

(Emmet is chairman of the Board of Commissioners of Middletown Township.)
I live and have lived in Middletown Township for some 26 years, on Indian Lane. I would like to present at this time a petition which was passed unanimously by our Board of Supervisors at a special meeting held last evening. I do not want to drag this out. SHORT PETITION
I think it is the shortest petition you have heard. This is submitted in all honesty. I heard some unpleasant calling back here questioning the honesty of some of the people who preceded me. I am honest, I am a gentleman, and I hope that you will treat me thus. I might say that Middletown Township is the first township west of Ridley Creek; so if these efforts to push this thing further west are successful, we will probably be next in line. This is our resolution No. 48.
Whereas the Department of Highways of the Commonwealth of Pennsylvania has scheduled a public hearing to be held at Marple - Newtown Junior High School on Thursday evening December 7, 1961, with respect to a proposed route for construction of a Midcounty Expressway designated as Interstate Route 480; and
Whereas the Board of Supervisors of the Township of Middletown, Delaware County, is of the opinion that there is and has been a definite economic need for a Midcounty Expressway from the Industrial Highway to the Pennsylvania Turnpike; and
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schools, our police department, is not going to go down as a result of having this highway; and it certainly doesn't mean that we can look to the future and find our township income remaining fixed. One fact does stand out, that even given no change we can look forward to a five to 10 per cent increase in our present tax rate; and this can only come from one place, and that is those real estate values which are left.

Now this testimony is presented with full knowledge of the obvious need for a Midcounty Highway. Nevertheless it is mandatory that consideration be given to the impact on communities through which the road traverses, and that every effort be made to avoid undue hardship. We believe that the evidence presented substantiates that such hardship will be forced upon Marple Township.

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This was motivated by the consideration of our millage rate, which as all of you who are Marple residents know is fairly high for school taxes. If the expressway continues on the course outlined this evening, we will lose in Beatty Hills a very low pupil density area—not many children to public school per home in that area—and at the same time one of the areas having a high market value. Both of these multiply the injuries to the school taxation problem in Marple, which is bad enough as it is.

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We had our consultant engineer examine the highway, and then our board called a meeting at which we had a number of our residents in attendance; and we took our stand in opposition to this highway. I personally can see no gain to our township from this highway. I was shocked tonight to see on this board the fact that there will be an interchange at Marple Road, and hear mention of the fact that there would be a southwest expressway coming from that interchange. We would have an interchange at West Chester Pike which would affect Haverford, and one at Bryn Mawr Avenue in Radnor which would also have a great effect on Haverford. It almost looks like we would be the hub of numerous expressways, and that this beautiful township of ours, with its lovely homes, rolling hills, fine streets, et cetera, would become a hub of expressways. We the township, would have to build numerous access roads to handle the traffic, trucks, vehicles, et cetera, to funnel traffic onto these various expressways. The picture is rather grim, rather frightening.

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As I said, Haverford has a population of 55,000. NO GAIN
We are completely developed, there would be no gain for us from the standpoint of developing industry along this highway. It goes along the Darby Creek, which is one of the open areas in that end of the township which would be completely destroyed. These are my brief comments. You can see why I and the Board of Commissioners of Haverford Township are opposed to this expressway.

William Zuzman

(Zuzman is president of the Marple Township School Board.)
Thank you, I was directed by the Marple Board of School Directors to read this resolution which was adopted December 4, 1961, by unanimous vote of all seven members of the Board of Directors. Resolved, that the Marple Township School Board go on record as being opposed to portions of the proposed State route of the proposed Midcounty Expressway as it affects Beatty Hills, the Lubin tract, and the intersection of Sprout and Springfield Roads in Marple Township, Delaware County; that the Board favors the consideration of the Charles M. Noble route which would swing the proposed expressway further to the north and west of Beatty Hills, missing residences in that development and also missing the Lubin commercial tract, also placing the proposed interchange for Sprout Road further north than on the proposed State Route;
Resolved further that the Marple School Board urges that other portions of the alignment be modified as much as possible to do minimum damage to the Lawrence Park industrial tract and houses in Lawrence Park and houses in Brookthorpe Circle.
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of Highways. At the time of the advertisement of the public hearing—that is this public hearing—the Department stated that the study had not been completed. EXAMINED MAPS
On December 1, 1961, I examined the alignment maps of the Midcounty Expressway on display at the Department of Highways maintenance shed near Media, Pa., and found that the modifications proposed for Marple Township as a result of my studies had not been incorporated on the hearing maps.

At all times during my studies and consultations on the Midcounty Expressway I found the township commissioners, the township expressway committee, and representatives of the Beatty Hills Civic Association to be composed of sincere and dedicated men who desired to be constructive. They were not opposed to progress, nor to the highway as such, but believed there was a reasonable ground for a modification in the alignment that would be acceptable from the standpoint of the Highway authorities, and would reduce the impact on the community, and adverse effects on the tax rate. Thank you.

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objections to the proposed route of the said expressway; and PETITIONS
Whereas, in addition to the personal appearance of citizens and taxpayers of the township opposing the expressway, there was also presented to the board three petitions signed by many interested citizens and taxpayers expressing their objections to the proposed route of the expressway; and
Whereas at the same meeting two citizens and taxpayers of the township appeared in support of the proposed expressway; and
Whereas from the testimony which was presented to the board it appeared that the Township of Haverford at a meeting held in February of 1957 had adopted a resolution opposing the proposed Blue Route for Interstate Route No. 480; and
Whereas the testimony which was presented to the board disclosed that the authorities who had charge of the preparation of the proposed route did not cooperate or give information with the local municipalities in disclosing information with regard to their highway studies, and failed to disclose either the definite route of the highway or the elevations of the said highway; and
GREAT HARDSHIP
Whereas the establishment of the proposed expressway along the route now recommended by the Pennsylvania Department of Highways would create a great hardship to the property owners, not only along the route of the said highway but to those who are in the immediate vicinity thereof, depreciating the values of the adjoining properties and increasing the traffic along existing township and state roads, which would be used to feed the traffic into the proposed expressway; and
Whereas the proposed route of the said expressway generally follows through Marple and Haverford Townships the bed of Darby Creek and will bring heavy traffic to the creek bed area and thus interfere with the program which has been established not only by this township but by other municipalities who have been interested in the preservation of the creek valley areas throughout Delaware County;

Now therefore be it resolved that the Board of Commissioners of Haverford Township at a special meeting convened for the purpose of taking action with regard to the proposed Midcounty Expressway do hereby go on record as opposing the proposed Interstate Route No. 480, known as the Midcounty Expressway, as designated by the Department of Highways of the Commonwealth of Pennsylvania, for the reasons herein stated.
I would like to make this certified copy a part of the record. Thank you very much.

John H. Foster

I am Commissioner Foster of Radnor Township. I reside at 671 Church Road in Wayne. I came to this hearing accompanied by Commissioner William Plummer of Glen Mary Lane in St. Davids, who represents the 2nd Ward. In the interests of brevity I am going to offer a resolution for the record. Everyone in our township knows that our commissioners took a stand on the 28th of November in any way whatsoever coming through the township. And I wish also to offer for the record an article that appeared today in the Suburban Wayne Times, which deals with the facts and statistics, as to the economic impact that this highway would have on our township, from the tax assessable point of view. So I will offer these two exhibits for the record, and thank you for the opportunity to appear.

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(Emmet is chairman of the Board of Commissioners of Middletown Township.)
I live and have lived in Middletown Township for some 26 years, on Indian Lane. I would like to present at this time a petition which was passed unanimously by our Board of Supervisors at a special meeting held last evening. I do not want to drag this out. SHORT PETITION
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Whereas the Board of Supervisors of the Township of Middletown, Delaware County, is of the opinion that there is and has been a definite economic need for a Midcounty Expressway from the Industrial Highway to the Pennsylvania Turnpike; and
Whereas the Department of Highways of the Commonwealth of Pennsylvania and its engineers have spent considerable time and study on various routes for this

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expressway and have recommended this as being the best route; and
PLANNERS APPROVE
Whereas the Delaware County Planning Commission has approved and recommended the adoption of such a highway was proposed by the Pennsylvania Department of Highways; and
Whereas the Board of Supervisors have examined and studied said plans exhibited by the Pennsylvania Department of Highways at Bortondale, Pennsylvania; and
Whereas the Board of Supervisors of the Township of Middletown, Delaware County, Pennsylvania, is desirous of taking a position with respect to the construction of such a Midcounty Expressway;
Now therefore be it resolved that the Board of Supervisors of the Township of Middletown, Delaware County, Pennsylvania, hereby approve the adoption by the Pennsylvania Department of

Highways of the proposed Midcounty Expressway, designated as Route 480, also known as the Blue Route; and
Be it further resolved that a copy of this resolution be presented at the above mentioned hearing, to be made an official part of the record thereof.
Signed by all the Supervisors of the Township of Middletown and attested to and certified; this is a certified copy, certified by the Township Secretary.
J. J. Dougherty
My name is James J. Dougherty, President of the Board of Commissioners, Ridley Township. Our township I believe is around 40 or 42,000 population, the third largest in the county. To make it very brief, we have a resolution of the Township of Ridley. The Board of Commissioners of

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Be it further resolved that a copy of this resolution be presented at the above mentioned hearing, to be made an official part of the record thereof.
Signed by all the Supervisors of the Township of Middletown and attested to and certified; this is a certified copy, certified by the Township Secretary.
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Resolved further that the Marple School Board urges that other portions of the alignment be modified as much as possible to do minimum damage to the Lawrence Park industrial tract and houses in Lawrence Park and houses in Brookthorpe Circle.
This was motivated by the consideration of our millage rate, which as all of you who are Marple residents know is fairly high for school taxes. If the expressway continues on the course outlined this evening, we will lose in Beatty Hills a very low pupil density area—not many children to public school per home in that area—and at the same time one of the areas having a high market value. Both of these multiply the injuries to the school taxation problem in Marple, which is bad enough as it is.

Highways of the proposed Midcounty Expressway, designated as Route 480, also known as the Blue Route; and
Be it further resolved that a copy of this resolution be presented at the above mentioned hearing, to be made an official part of the record thereof.
Signed by all the Supervisors of the Township of Middletown and attested to and certified; this is a certified copy, certified by the Township Secretary.
J. J. Dougherty
My name is James J. Dougherty, President of the Board of Commissioners, Ridley Township. Our township I believe is around 40 or 42,000 population, the third largest in the county. To make it very brief, we have a resolution of the Township of Ridley. The Board of Commissioners of

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John H. Foster

I am Commissioner Foster of Radnor Township. I reside at 671 Church Road in Wayne. I came to this hearing accompanied by Commissioner William Plummer of Glen Mary Lane in St. Davids, who represents the 2nd Ward. In the interests of brevity I am going to offer a resolution for the record. Everyone in our township knows that our commissioners took a stand on the 28th of November in any way whatsoever coming through the township. And I wish also to offer for the record an article that appeared today in the Suburban Wayne Times, which deals with the facts and statistics, as to the economic impact that this highway would have on our township, from the tax assessable point of view. So I will offer these two exhibits for the record, and thank you for the opportunity to appear.

Walter Emmet

(Emmet is chairman of the Board of Commissioners of Middletown Township.)
I live and have lived in Middletown Township for some 26 years, on Indian Lane. I would like to present at this time a petition which was passed unanimously by our Board of Supervisors at a special meeting held last evening. I do not want to drag this out. SHORT PETITION
I think it is the shortest petition you have heard. This is submitted in all honesty. I heard some unpleasant calling back here questioning the honesty of some of the people who preceded me. I am honest, I am a gentleman, and I hope that you will treat me thus. I might say that Middletown Township is the first township west of Ridley Creek; so if these efforts to push this thing further west are successful, we will probably be next in line. This is our resolution No. 48.
Whereas the Department of Highways of the Commonwealth of Pennsylvania has scheduled a public hearing to be held at Marple - Newtown Junior High School on Thursday evening December 7, 1961, with respect to a proposed route for construction of a Midcounty Expressway designated as Interstate Route 480; and
Whereas the Board of Supervisors of the Township of Middletown, Delaware County, is of the opinion that there is and has been a definite economic need for a Midcounty Expressway from the Industrial Highway to the Pennsylvania Turnpike; and
Whereas the Department of Highways of the Commonwealth of Pennsylvania and its engineers have spent considerable time and study on various routes for this

William Zuzman

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Trinity Men to Fete Children

NETHER PROVIDENCE—The Men's Organization of the Evangelical Lutheran Church of the Holy Trinity will sponsor the annual Christmas party for children Friday evening at 7:30 p.m. in the parish house.

Twelve youngsters selected by the Salvation Army of Chester will be guests, in addition to children of the Church School. Earl Bare, president of the men's group, is in charge of the party, assisted by Donald Sparks and August Kreig.

A short Christian devotional will be led by Rev. Julius Kish, pastor, and piano accompaniment for carol singing will be provided by Miss Claire Ditch