

East Hempfield Township
Traffic Commission Minutes, Four Seasons Banquet Facility
949 Church Street, Landisville PA
Date and Time: August 15, 2018 6:00p.m.

Commission members in attendance: Douglas Brubaker, G. Edward LeFevre and H. Scott Russell.

Others present: Robert Krimmel, Perry Madonna, Diane Garber and Cindy Schweitzer.

The meeting was called to order at 6:00 pm by Mr. Brubaker, followed by the Pledge of Allegiance.

Public Comments:

Barbara Horne, Landisville Pool Board – Ms. Horne, speaking on behalf of the Landisville Pool Board expressed concern regarding vehicle speed on Elmwood Avenue and is requesting adding speed bumps due to the pedestrian volume crossing this roadway due to the pool use. It would make sense to the Pool Board for a temporary speed control device, during the pool season. The Commission indicated their support of doing a speed study to define any speed issues.

Jan Walters, Imperial Drive – Mr. Walters, representing himself and several of his neighbors requested the Commission to consider adding speed bump in the Imperial and Fleetwood Road neighborhood due to excessive speed. The Commission will add this item to the pending items list and will revisit the idea after the Centerville North project has been completed and normal traffic flow resumes.

Duane Sorenson, Hyde Park Drive – Mr. Sorenson questioned why there is a ‘no right turn on red’ sign at the intersection of Sylvan and Harrisburg Pike. He pointed out the lack of such signage at other intersection along Harrisburg Pike. He is requesting that it be removed. Mr. Madonna indicated that this intersection will be upgraded as part of the Commerce Park project along State Road since their secondary exit will be Sylvan Road. Mr. Madonna will reach out to PennDOT to determine the status of the HOP permit with the intent on adding the removal of the ‘no turn on red’ sign from the intersection which requires an amendment to the traffic light permit.

Old Business:

New Business:

Richardson Drive pedestrian crossing – Jeff Fry, Wm. Murry and Sons presented conceptual plans to the township requesting permission for his client to install a raised crosswalk on Richardson Drive to allow employees to move between the two plants owned by Shank Extract. Motioned by Mr. Russell, seconded by Mr. LeFevre and unanimously carried to authorize Shank Extract to install a raised pedestrian crosswalk across Richardson Drive as discussed and subject to staff and engineer approvals.

2nd Street name proposal in Landisville – Review of the memo prepared by Mr. Beck indicated an existing alley in Landisville has two businesses located along it and both have issues in getting packages due to their addressing on Main Street, rear. Motioned by Mr. Russell, seconded by Mr. LeFevre and unanimously carried to name this alley on the south side of Main

Street, Second Street provided the postal service or Lancaster County communications has no issues with the name and to advise the property owners fronting on this alleyway.

Dorsea Road safety concern – Fred Bloom, Dorsea Road explained the location of his home, at the crest of the hill on the northern end of Dorsea. He indicated that vehicles are moving fast as they crest the hill and there are about five driveways on Dorsea that can't be seen until the vehicle crests the hill. He feels there is a safety issue and is not sure what might be done to alleviate the concern but desires the Commission to review. Motioned by Mr. Russell, seconded by Mr. LeFevre and unanimously carried to authorize staff to conduct a speed study in this area.

Pending:

The Crossing at Conestoga/Farmingdale Road Improvements

- Temporary measures for Farmingdale Road are on order and will be installed upon arrival. The speed tables for Barr Blvd. have been installed.
- Long term measures for Farmingdale Road – Mr. Bauer, McMahan Associates was tasked at the 8/1 Board of Supervisors meeting to complete a study/design for the long term improvements (limiting Farmingdale Rd to North Bound traffic, traffic light at Orville and Good and intersection improvements at Marietta and Good). He has been asked by staff to provide a time table and periodic updates on his progress.

There was extensive public participation regarding the changes to occur in the Farmingdale, Gentry and Barr Crest neighborhoods.

Confusion with some residents in terms of the proposed improvements. The long term measures have been outlined above and McMahan Associates have been commissioned to study/design and submit the necessary permitting to PennDOT. PennDOT issues highway occupancy permits when there are changes at a signaled intersection or a new signalized intersection is proposed. At this point there is no guarantee that PennDOT will approve the long-term measures proposed. If they are not approved the Township will need to re-evaluate their options. It was also noted that PennDOT has standards that need to be met before they approve a signalized intersection. The Township traffic engineer (McMahan Associates) feels that those standards can be met if a small section of Farmingdale Road is turned into a one-way North (from Orville Road/Farmingdale Rd to the northern most trail crossing speed table).

The Commission indicated that the temporary items (round-a-bout & one-way yield) will be installed as soon as the material arrives. These temporary items along with the Barr Blvd. speed humps & on-left turn at Farmingdale and Marietta may be removed when the long-term projects have been completed.

Charles Shaw cautioned the Commission to weight the impact of reducing traffic on Farmingdale Road and the potential for increased use of the rail line by Norfolk Southern. Mr. Shaw was also assured by the Commission that the Township has reached out to the developer of the Crossings to advise them of the proposed changes to Farmingdale Road.

Therese Regan thanked the Commission for allowing opinions to be expressed. She indicated that controlling speed and increasing safety should be the paramount concern. She reiterated and

supports a quote from Kathy Ashworth where Ms. Ashworth fully anticipates improved safety in the neighborhood from the improvements that are being proposed.

Larry Knipple questioned if there are other examples of roads turned into one-way yields. The Commission point out several roadways that have one-lane bridges in the township. Mr. Knipple also suggested that possibly widening Farmingdale Road might be a solution. It was noted that widening would affect several homes along Farmingdale Road and would not be feasible.

Ken Ralph expressed his concern about the level of transparency shown by the Township regarding the changes to Farmingdale Road. He provided a copy of a survey he distributed to over 360 properties in the Gentry, Farmingdale and Barr Crest neighborhoods which provided options for the residents to respond back.

1. I like both parts of the Supervisors' plan (to reduce traffic and reduce speed on Farmingdale Road)
2. I like the plan to reduce traffic speed on Farmingdale Road but not the plan to reduce traffic volume by requiring a detour onto Oreville Rd for traffic traveling from Harrisburg Pike south.
3. I like the plan to reduce traffic volume but oppose the plans to reduce traffic speed (unnecessary with reduced traffic volume)
4. I do not like either parts of the Supervisors' plans regarding Farmingdale Rd.

62 responses received (less than 20%) - 16.9% supporting #1, 27% supporting #2, 11% supporting #3 and 35.6% supporting #4.

Mr. Ralph suggests the Township pause to determine what the neighborhoods want through a formal, professional survey.

Mark Brackbill offered his support to Mr. Ralph and opposes the one-way road.

Roger Lovell noted that forcing property owners to use Orville to Good to Marietta to their home in one of these neighborhoods requires negotiating four left hand vehicular turn movements.

Amanda Ault expressed complete support for the installed speed tables but noted that signage at the speed tables was late causing some motorists damage to their vehicles and the roadway. She likewise appreciates the speed bumps placed on Barr Blvd. with immediate signage but notes that motorists are now using Barrcrest Blvd to avoid the speed humps. She suggests closing Wickersham Road at Farmingdale Road to minimize cut-through traffic into Barr Crest.

KC Crossland suggests adding another roadway between Farmingdale Road and Good Drive.

A resident on Irwin Avenue suggests a light at Marietta and Farmingdale.

Katherine Lovell suggests a light at Barrl Blvd. and Marietta.

Cindy Broadbeck thanked the Township for listening and providing transparency along the many year journey to get to this point. She feels the survey provided is slanted toward limiting inconvenience over neighborhood safety. She noted that the residents of Farmingdale Road raised the concern about the vehicular speed of those traveling Farmingdale Road. The issue is safety vs. convenience. She feels strongly that safety should be most important.

Mr. Krimmel confirmed the questioned raised by Ms. Broadbeck, the Township attorney reviewed the 2011 agreement with High Industries and found the agreement to be valid.

Dan Gillis thanked the Township for their efforts and feels the Township has been very transparent and responsive to the needs of the neighborhoods. Mr. Gillis encouraged the Township to follow through and implement the results of the McMahon study/design and permitting contract.

Francis Haefner indicated her support of no southbound traffic on Farmingdale Road. He noted that this will limit the cut-through traffic now seen in Barr Crest and Gentry. He does not mind a slight inconvenience as a trade for a safe neighborhood.

Steve Newcomer wants the neighborhoods safe. He did question if there had been a traffic study done since the traffic calming measures were installed. Mr. Krimmel indicated that another speed study will be performed when all the temporary features have been added. Mr. Newcomer indicated that he had thought that Farmingdale Road would never be closed and added that a one-way road will inconvenience many residents and feels that the majority of residents are against the one way.

Matt Randolph stated that placement of the no-left turn at Farmingdale and Marietta had predictable consequences. Pushing traffic around doesn't solve the problem. He noted his strong opposition to creating a one-way northbound for Farmingdale Road.

Scott Sensenig asked if there was not a way to equalize and create inconvenience for all or work with Manheim Township to address the Farmingdale Road issue at the Crossing project.

Bonnie Sowers feels the silent majority is not supportive of the changes to occur to traffic flow on Farmingdale Road.

Colleen Jacobsen suggests adding a circle at Orville and Good to keep traffic flowing. Mr. Krimmel that due to the grade in this area a traffic circle would be more expensive than a traffic light. Mr. Russell noted that the funds from High Associates need to be used carefully to assure there is sufficient funds to complete the improvements at Orville/Good and Marietta/Good.

Centerville North project

Mr. Madonna updated the Commission indicating that the water main has been installed and they will be working on lateral connections in the coming weeks after which stormwater work can be completed. This will be followed by roadway grading and paving at the end of September or first week in October.

Other Pending roadwork listed in the agenda as information, was acknowledge with no further discussion.

The meeting was adjourned at 8:03PM by the unanimous consent of the Commission.

Submitted: Robert Krimmel

Township Manager