

DRAFT – SUBJECT TO CHANGE

East Hanover Township Planning Commission Workshop For the Comprehensive Plan Wednesday, October 28, 2009

Present:

David Craig, Chairman; Mike Webb, Vice Chairman
Glenn Moyer, Member

Absent:

Mike Kovach, Member

The workshop was called to order by Chairman Craig at approximately 7:00 p.m.

TOPICS OF DISCUSSION:

1. Comprehensive Plan – Chapter 5, the Transportation Plan

- Chairman Craig, Mike Webb and Glenn Moyer discussed in length Chapter 5, the Transportation Plan for the new comprehensive plan.
- Three main areas of change were discussed to the first paragraph. They were as follows:
- Automobile travel is the dominant form of transportation in East Hanover (the word “Hanover” was capitalized) Township.
- Located approximately ± 15 miles east of Harrisburg and 10 miles north of Hershey, the Township faces increasing congestion on its roads as the region grows. (mileage was changed from 20 to ± 15).
- The average travel time to work is 24.4 minutes. (they discussed citing the source of this information)

2. Goals and Objectives

- There are 2 main goals for the transportation plan. They are:
- Provide a safety efficient road system consistent with rural character. The objectives are improve safety, congestion and access issues along Route 22, limit access points on major roads, promote road design that is consistent with the Township’s rural character, limit the construction of new roads in the Township’s interior and limit the construction of cul-de-sacs and promote through-streets.
- Provide for alternative modes of transportation. The objectives are obtain a parking area for carpoolers, promote public transit service to Penn National, Harrisburg and Hershey and promote sidewalks where appropriate.

3. Road Network

- The road network is largely comprised of two-lane rural roads.
- It reads, “Sand Beach Road, Manada Gap Road and Manada Bottom Road distribute north-south trips through the western half of the Township.

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- Chairman Craig commented this may hold true for Sand Beach Road that is North of Route 22; however, he believes use of Sand Beach south of Route 22 has increased, although he has no hard data to support the belief.
4. Traffic Volume
 - Traffic volume data are indicators of the potential for road capacity problems and help determine roadway function, design and appropriate improvements.
 - It is the intent of the this Comprehensive Plan to avoid contributing to widespread increases in traffic volumes by coordinating growth with planned road improvements and focusing growth near roads with sufficient capacity.
 - Chairman Craig commented he thinks they are not only looking at traffic but other infrastructure items; sewage, water.
 - PennDOT's Annual Average Daily Traffic (AADT) counts include all types of vehicles.
 - It was asked how the data compares with the previous three years of data. Is East Hanover increased, decreasing, plateau?
 - It was suggested to look at the 209 Study from this year as well for data.
 5. Function Classification
 - Functional classification is a system developed by the Federal Highway Administration and used by planning and transportation agencies to categorize roads according o the character of service they are intended to provide.
 - It was asked how this does into the work that Mr. Longreen did on the local road classification.
 6. Scenic Roads
 - PennDOT administers the Pennsylvania Byways program which recognizes selected roads for their cultural, historical, recreational, archaeological, scenic and natural qualities.
 7. Bridges
 - PennDOT is responsible for ensuring that the 32,000 bridges in the Commonwealth are inspected according to state and federal regulations.
 - The report reads, "there are 23 state-owned bridges and ___ township-owned bridge in East Hanover Township." This information will need to be filled in.
 8. Alternative Modes of Transportation
 - Alternative modes of transportation include airports, rail service, bus service, commuter lots, pedestrian facilities, and bikeways.
 - Under Buses, it reads, "upon completion, the Hershey Intermodal Center will provide bus and train service to the region".
 - It was commented the word "region" may not have been defined.
 9. Transportation Improvement Program
 - The Harrisburg Area Transportation Study (HATS) prepared a Transportation Improvement Program (TIP) every two years.
 - Projects in East Hanover Township that are included in the HATS 2009-2012 Transportation Improvement Program (and PennDOT's Twelve-Year Program) are listed below.

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- MPMS 84012, Allentown Boulevard US 22 Bridge – replace US 22 bridge over Manada Creek
 - MPMS 74516, Manada Creek Bridge 2 – replace bridge on SR 2017 (Manada Bottom Road) over Manada Creek (in progress)
 - MPMS 19106 Manada Bottom Road Bridge 1 – replace bridge on SR 2017 over Manada Creek
 - Additional projects included on the 12-year program are:
 - MPMS 81181 – Sand Beach Road (nature of project? Resurfacing and draining?)
 - The above was highlighted because there was no further information.
 - MPMS 79658 – construction of Hershey intermodal center
10. Other Transportation Issues
- In addition to projects included in the TIP, the Township has identified several other transportation issues that need to be addressed.
 - It was questioned whether it would be appropriate to include excerpts from the PA 39/743 study that has possible remedies, costs and funding streams.
 - The projects are:
 - PA 743 traffic volumes
 - PA 743 and Canal Road sight distance limitation due to rise in roadway
 - PA 743 and Meadow Lane sight distance limitation for vehicles on Meadow Lane attempting to enter 743
 - PA 743 and US22 stacking at interaction during peak hours, causing delays.
 - PA 743 from Jonestown Road to US 22, congestion and stacking at intersections occurring at peak times
 - PA 443 at Brow Creek Road; insufficient drainage causes pooling and wet conditions
 - US22 Access Management; multiple driveway access points along US 22 is both a local and regional concern
 - Relocation of carpool lot on Bow Creek Road at I-81
 - Pollution from idling trucks; trucks frequently stop at the rest stop on I-81 in EHT with their engines idling for extended durations in order to maintain heating and air conditioning in cab.
11. Transportation and Land Use
- It is the intent of this Comprehensive Plan to coordinate growth with transportation infrastructure by directing future growth toward roads that will have adequate capacity and safety and by discouraging growth in the Township's rural interior where roads are not designed to accommodate more growth and where future improvements are not planned.
 - Small-scale commercial, office, and/or light industrial development on PA 743 adjacent to Derry Township will take advantage of the proximity to Hershey and completed improvements to PA 743 in that area. Setbacks and landscaping requirements should also be instituted to maintain the aesthetics of the road.
 - It was asked how this will dovetail with the 537 plan? Should we have a joint workshop with the 537 team?

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12. Implementation Strategies

- Overview – The following strategies are intended to implement the recommendations pertaining to transportation.
- Zoning Ordinance – amend the ordinance to remove the list of functional classification of roads and instead insert a reference to the functional classifications contained in the SALDO.
- Established ordinance provisions to regulate uses, setbacks and signs along identified scenic roads
- Establish landscaping requirements for non-resident uses that front on a road
- Establish design guidelines for non-residential uses to require rear access lanes, side and rear parking and minimal setbacks from the street line
- Require landscape screening and buffering between non-residential and residential uses
- Create an ordinance that provides regulations for signs and billboards
- SALDO – Update the functional clarifications of roads using PennDOT's urban/rural scheme as a guide and amend the SALDO to reflect the updated classifications
- Amend SALDO to require a Traffic Impact Study

13. Additional Measures

- Lobby HATS To have needed transportation improvements listed in its Transportation Improvements Program
- Continue to apply for grant funding for transportation system improvements
- Meet with hotel operators and other appropriate parties to establish an arrangement for the sharing of, or dedication of space for a new carpool parking lot. Enlist the support of HATS in this effort.
- Consider an Official Map to identify and obtain rights-of-way for access lanes in commercial districts.
- Apply for Pennsylvania Byways designation for the Township's identified scenic roads.
- Prepare and adopt an Act 209 Traffic Impact Fee Ordinance. It was asked for Mrs. Eppinger to find out whether or not this was completed.

NOTE from Mrs. Eppinger: A Traffic Impact Fee Ordinance was adopted in 2009. It is Ordinance 2009-05.

ADJOURNMENT

Being no further discussion, the workshop was adjourned at approximately 8:00 p.m.

Respectfully submitted,

Dawn Eppinger