

**East Hempfield Township**  
**Traffic Commission Minutes, EHT Municipal Building**  
**1700 Nissley Road, Landisville PA**  
**Date and Time: January 20, 2021 6:00 p.m.**

The Traffic Commission held an in-person and virtual public meeting using Zoom. The meeting was advertised and the public was permitted to attend in-person or remotely via Zoom (video and audio) along with instructions on how to do so.

Commission members in attendance: Thomas Bennett, G. Edward LeFevre and Andy Weaver were physically present for the meeting.

Others Present: Cindy Schweitzer and Jon Beck were physically present. Steve Skiles and Diane Garber was present remotely.

**Call to Order**, moment of silence & Pledge of Allegiance. Mr. LeFevre called the meeting to order and led with a moment of silence and Pledge of Allegiance.

**Action items:**

- ***November 18, 2020 Minutes*** – **Motion** was made by Mr. Bennett, seconded by Mr. Weaver and carried (3-0) to ***approve*** the meeting minutes of November 18, 2020 as prepared.

**Old Business:**

- ***Shenck Road Update*** – Chris Bauer, McMahon Associates, presented the completed report on traffic operations on the roadway approaches of the bridge using overhead visuals and stating that speeds and sight distance are a concern. Field views of the area were conducted and traffic was video recorded. Mr. Bauer's report addressed advanced warning signage, turning movements made difficult by the narrow road, the very short bridge approach, the vertical alignment of the bridge, overweight vehicles, speeds approaching the bridge, and sight distance, and asked the Board to consider the following recommendations:
  - 1) **Advanced Warning Signage**: The current posting of the bridge is in accordance with PennDOT policy.
  - 2) **Turning Movements**: Widen Shenck Road and erect some form of barrier, such as 8" curb, to help protect the adjacent property from future damage from vehicles using Shenck Road. A curb would also deter people from pulling off the road and parking on the property to take photos.
  - 3) **Traffic Control**: Alter traffic control by placing stop signs on Shenck Road in both directions to provide a free flow movement exiting the bridge.
  - 4) **Overweight Vehicles**: Monitor and enforce weights of vehicles using the bridge. Coordinate with the school district and trash haulers to ensure their vehicles comply with the load posting and remind the Manheim Auto Auction that the road is not posted for the weight of car carriers.
  - 5) **Vehicle Speeds**: Paint wider white shoulder lines to create the appearance that the lane is narrower and slow the driver down. Traffic calming devices are **NOT** recommended as they could result in a less safe driving environment because drivers would not expect them on a rural road such as Shenck Road.

The Board discussed Mr. Bauer's presentation and recommendations, along with suggestions provided by Chief Skiles. Gary Longenecker, owner of adjacent property that is being continually damaged, was present and agreed with the recommendation to widen the road. **Motion** was then made by Mr. Bennett and seconded by Mr. Weaver to *request* McMahon Associates to develop scope for recommended improvements to the intersection at the covered bridge. The motion passed (3-0).

- ***Bowman Road/Church Street intersection*** – Chris Bauer, McMahon Associates, reported on the Bowman Road/Church Street intersection. Significant widening would be required to accommodate vehicles properly. Large trucks similar to fire truck apparatus and even large passenger cars cross over the yellow line to complete turns. The cure of widening would be much more painful than fixing the minor property damage that is occurring and it would be a very challenging project to complete given the close proximity to housing. Mr. Madonna remarked that the Township has widened this in the past. The resident who made the complaint has moved and no longer lives there, and he has not heard any complaints from the new owner. Further action was *tabled on motion* by Mr. Bennett and seconded by Mr. Weaver until such time as the issue is raised again and needs to be addressed. The motion passed (3-0).
- ***Nissley Road*** – Chris Bauer, McMahon Associates, presented his report on Nissley Road traffic calming using overhead visuals. The police speed study found that 88% of drivers were exceeding the 25 MPH speed limit when traveling northbound (downhill) and 81% of drivers are exceeding the 25 MPH speed limit when traveling southbound (uphill). Chief Skiles suggested painting 'SLOW' and perhaps a chevron on the north and southbound lane. Going up the hill, this would be very readable if placed between Bowman and Parker. Coming down the hill, it could be placed just prior to and/or after the curve. Mr. Bauer recommended adding and enforcing 'SLOW 25 MPH' pavement legend to the roadway and deploying a LED traffic speed monitor. Following discussion, **motion** was made by Mr. Bennett and seconded by Mr. Weaver to *request approval* from the Board of Supervisors to purchase stencils & supplies for approximately \$300 and one LED traffic speed monitor at a not to exceed cost of \$5,000. The motion passed (3-0). Mr. LeFevre will present the request to the Supervisors.

#### **New Business:**

- ***Walter Burkhart*** – Mr. Walter Burkhart has requested a handicap parking space in front of his residence at 252 Elizabeth Street, Landisville. Mr. Burkhart does have a driveway but is not able to fit his truck in this spot because it is not accessible for two vehicles. A photograph of the front of the property and a copy of Mr. Burkhart's placard number was attached to the letter asking that his request be approved. The Board unanimously agreed to accommodate Mr. Burkhart's request and asked Mr. Madonna to follow through.
- ***Process to deal with resident traffic concerns*** – Chris Bauer, McMahon Associates, recommended a proactive approach and proposed that the process for initiating a traffic calming review be tied to the Official Map. Using Overhead visuals, he expanded on the following outline of proposed steps to be followed:

- 1) Identify guidelines and tie the guidelines to the Official Map.
  - 2) Identify roadways by classification that the Township would or could consider traffic calming. (AVOID collector roadways).
  - 3) Develop a standard Township Petition form that must be circulated by the resident and contain description/reason for complaint, names, addresses, signatures and percentage of residents that must sign.
  - 4) Completed petition received by the Police Department.
  - 5) Police Department completes a speed study.
  - 6) If 85% speeds are in excess of 10 MPH of the speed limit, the results are forwarded to Staff.
  - 7) Staff and Traffic Engineer review the speed study results and determine if traffic calming could be deployed and what tactics could be deployed, taking a measured approach using low cost options first.
  - 8) Meet with the resident.
- **Main Street** – Mr. Ryan D. Gamber was present to discuss speed and accident concerns on the 200 block of Main Street in Landisville. He provided information on the number of accidents in the past year and stated the residents feel very uneasy with how people drive on this road. Chief Skiles reported he has record of 19 crashes in that block since January 2015 which averages to 3 per year. Twelve of those accidents occurred at the intersection of Main and Church and involved turning movements or trucks hitting the utility pole; three occurred due to turning movements in/out of the Turkey Hill lot; three occurred at the intersection of Main and Bank/Elizabeth and those were turning movements and following too closely (rear end at slow speed). Only one crash was mid-block and was the result of an elderly man who was momentarily blinded by sun glare and he struck a parked car. There is no indication that these crashes were the result of excessive speed, but rather driver error in turning movements.

Chief Skiles further advised that a request for reducing the speed limit must be coordinated with PennDOT and that a reduction would be based on 85<sup>th</sup> percentile speeds, crash history, sight distances, etc. Engineering and traffic studies are not required for statutory speed limits; however, documentation must show that the requirements defined in the PA Vehicle Code are satisfied and PennDOT must be onboard. Mr. Gamber questioned why the speed limit in Landisville is 35 MPH and many other Main Streets in villages such as Landisville are 25 MPH and also noted there is only one set of crosswalks.

Chief Skiles further documented the need for a change in the on-street parking configuration, just past Sardino's Dentistry (North side of Main Street, heading West). Based on crash reports there have been numerous crashes in this area and suggests changes regarding on-street parking.

Following discussion, **motion** was made by Mr. LeFevre and seconded by Mr. Bennett to ask Staff to **contact** PennDOT about lowering the speed limit in the village of Landisville from 35 MPH to 25 MPH. The motion passed (3-0).

**Pending:**

- *Shaaron Drive* - Awaiting resident petition.

**Public Comments:** (residents or tax payers of East Hempfield Township) -

- Spring Valley Road – Jennifer Basler, Spring Valley Road indicated that she attended a summer Traffic Commission meeting to asked if something could be done in terms of speed control and was told at that time to circulate a petition to see what the neighbors would tolerate in terms of speed control devices (speed humps, bumps...). It was noted that a speed study was already performed which indicated a speed issue. She stated the concern is between Chestnut Valley Road and Dorsea Road. She indicated that circulating a petition in the COVID environment is difficult and suggested if an emailed version would be acceptable. The Commission indicated that it would.

**Adjournment:**

**Motion** was made by Mr. Bennett, seconded by Mr. Weaver and unanimously carried (3-0) to *adjourn* the meeting at 7:18 p.m.

Submitted: Cindy A. Schweitzer  
Township Manager/Secretary/Treasurer