



East Hempfield Township

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Monday, May 13, 2019

Dear Residents of Farmingdale Road, Barr Crest and Gentry Heights:

You have been provided two separate position letters from your fellow neighbors concerning the roadway improvements that have been and will be added to your neighborhood. The Township wanted to provide you with the history of how we got here and what has been decided (SHORT-TERM) and what is contemplated and still under discussion (LONG-TERM).

Several residents primarily from Farmingdale Road neighborhood have worked tirelessly over the last decade to assure that traffic from the proposed and now created Crossing's Project did not decrease the safety and character of their neighborhood. These same residents also brought forth a more immediate concern regarding the speed of vehicles using Farmingdale Road. The Township performed a speed study and found a severe speeding issue on this roadway.

The Township conducted a public charette meeting on September 27, 2017 that was well advertised and very well attended by over 80 residents. At that meeting ideas were discussed and presented which included:

- The "Do Nothing" option,
- closing Farmingdale Road at the rail crossing,
- closing Farmingdale Road at the Township line, and
- making Farmingdale Road a one-way roadway between Oreville Road and the trail crossings.

After the public charette, the Township discussed these improvements monthly at the Traffic Commission meetings as a standing agenda item that has also been well attended by the community at large with input from hundreds of additional residents.

Over the last two years of meetings the Township prioritized short-term work (speeding issues) and Long-Term work (safety issues and traffic volumes). At these meetings the Long-Term work was further refined with the "do nothing" option and road closure options removed from consideration. The "do nothing" option fails to address safety issues and ever-increasing traffic volumes. The road closure option was deemed as having too much negative impact to the local residents. The Traffic Commission in early 2018 viewed the one-way option as a middle of the road solution balancing safety and traffic volume reductions while still allowing reasonable convenience for local residents.

At the September 19, 2018 Traffic Commission meeting a resident provided an alternative to the one-way option with the installation of a centerline concrete median at the intersection of Oreville Road and Farmingdale Road, diverting southbound Farmingdale Road traffic onto Oreville Road and prohibiting left turns from Farmingdale Road onto Oreville (see attached sketch from Resident). After evaluation by the

Township Traffic Engineer this concept replaced making Farmingdale Road a one-way north roadway between Oreville Road and the trail crossings and is now part of the proposed Long-Term solution.

Solving the SHORT-TERM issue of speeding was of paramount concern for the Township. Permanent speed tables were installed at the trail crossings in 2018. The Township Traffic engineer then reviewed options with the Traffic Commission and residents to improve safety. A no-left turn was installed at the intersection of Farmingdale/Marietta as it was determined that making a left turn on to Marietta was a safety concern due to traffic backing up from the Marietta Avenue signal. Other temporary features were added to the roadway to experiment what would work the best to reduce the speeding problem. A temporary round-about and a one-way yield were installed. The round-about did not function as anticipated and was removed. The one-way yield did serve well to reduce speed but had an ancillary effect on roadways in Barrcrest resulting in temporary speed humps being added in this neighborhood to further improve safety.

Conclusion – SHORT-TERM

At the last Traffic Commission meeting it was decided to move forward and remove the temporary one-way yield and temporary speed humps and replaced them with 8 speed tables (three on Farmingdale Road-all south of the railroad tracks, three on Barr Blvd, and two on Barrcrest Lane). The project specifications are being prepared for bidding with the hope that installation will occur this Fall.

Status – LONG-TERM

As was explained above, the Township had two potential issues to solve on Farmingdale Road (vehicular speed and controlling increases in traffic volumes due to the Crossings project located in Manheim Township as well as cut through traffic trying to avoid the intersection of Marietta Avenue and Good Drive). The Township commissioned McMahan Associates to look at the publicly discussed options to address the LONG-TERM issues. The Board of Supervisors authorized that work in the fall of 2018 and has been getting status updates every few months. The scope of that authorized work was:

1. Removal of the southbound lane of Farmingdale Road from the northern trail crossing to Oreville Rd.
2. Design for the addition of a southbound and westbound right turn lane and associated signal reconstruction at the intersection of Good Drive and Marietta Avenue.
3. Design of a traffic signal at Good Drive and Oreville Road.

The scope of work for item 1 above has been modified due to feedback from area residents and the traffic commission from the 9/19/2018 meeting already mentioned. The intersection of Farmingdale Road and Oreville Road continues to be discussed in terms of how it should be configured with a new centerline concrete median. By law a signal at Oreville Road and Good Drive must meet federal FHWA Signal Warrants criteria. One criteria item is side street traffic volume. The Township Traffic Engineer has presented to the Board that traffic must be diverted as mentioned in Item 1 (modified by the median) to meet minimum traffic volumes for a signal warrant at Oreville Road.

The proposed Long-Term Solution addresses documented safety concerns to include:

1. Farmingdale Road south of the railroad track is residential and is neither designed nor wide enough to serve as a collector street (basically a street designed and built to handle large volumes of traffic).

2. Farmingdale Road will see an additional reduction in the number of vehicles speeding on the residential roadway by reducing the overall volume of traffic on the roadway.
3. Rush hour cut through traffic in the Barrcrest neighborhood that is destined for northbound Good Drive will be eliminated with the elimination of left turns from Farmingdale Road onto Oreville Road.
4. The intersection of Good Drive and Marietta Avenue will be improved with the installation of additional right turn lanes reducing the overall amount of traffic back up and congestion.
5. The unsafe intersection of Oreville Road and Good Drive, due to limited sight distance (ability to see oncoming Good Drive traffic at the stop sign), will be addressed with a new, FHWA warranted signal.
6. The left-turn prohibition at Farmingdale Road and Marietta Avenue will be removed since the queuing (backed up traffic) will be reduced.

The Traffic Commission and the Township staff have spent many years analyzing the safety issues and speeding issues that have been raised and have received comments from hundreds of concerned citizens with many differing opinions on what is the best course(s) of action. These varying opinions have been heard and, in many instances, incorporated into the overall Short-Term and Long-Term Solutions. This fully transparent process has resulted in a middle of the road solution to the well documented problems discussed in this letter.

EAST HEMPFIELD TOWNSHIP

BOARD OF SUPERVISORS

ORVILLE ROAD
&
FARMINDALE ROAD

↑
HARRISBURG
PIKE

←
GOOD DR

Concrete
median
that makes
left turns/
onto Orville Rd
&
SB from
crossing
direction
not possible

Orville

Farmingdale

MARIETTA
AVE

