

Public Meeting Series #1 Summary

In July 2013, a series of three meetings were held at different locations throughout Penn Township. These meetings were intended to introduce the TCIP to citizens and gather feedback from them about transportation issues, opportunities, and other related local public policy matters. Summaries of the public comment and question periods are provided below, listed as they were discussed at the meeting and not in an order of perceived importance.

July 23, 2013 – Penryn Fire Hall

- Drainage from Fairland Road east of Cope Hill Road onto private property through the Township's drainage pipe has been pooling closer to a structure than in the past. Concern expressed about property damage and unusable areas of land when inundated.
- Lack of sidewalks on main roads in Penryn is a safety issue.
- There is excessive speeding on Rt. 72 in Elstonville, especially in mornings.
- E-Town Road/Rt. 72 intersection is dangerous (Rapho Township).
- Can one-way roads be used to improve traffic flow and alleviate some difficult intersections? Holly Tree Road was specifically mentioned as a possible example.
- A big issue in Penryn is the amount of large vehicles speeding through town, such as farm vehicles and tractor trailers. This is particularly noticeable during manure-spreading times.
- Can the use of jake brakes/compression brakes be restricted in Penryn? This noise is a big issue during the evening and night.
- Hamaker Road/White Oak Road is a dangerous intersection due to poor sight lines.
- Fruitville Pike/Fairland Road has a tight turning radius, and the edge of the road is breaking up there.
- Sidewalks and street lighting were thought to have been paid for on Jerry Lane, but are not installed. Does the Township know of these details?
- The timing of public improvements should be planned carefully so that reconstructed roads and/or sidewalks are not cut into to replace or install utilities. Penryn sidewalks, public water, public sewer, and natural gas were used as an example.

- The bottom of the White Oak hill is a challenge due to poor sight distance.

July 25, 2013 – Fairland School

- During Auto Auction days, Holly Tree Road is frequently used as a high-speed cut-through, creating a dangerous situation for residents.
- Park Hill Drive/Sun Hill Road four-way stop intersection sometimes has high speeds going into and out of, as well as frequent rolling stops.
- If there are problems with particular local roads, the Township should look at a larger area to investigate why certain trips or traffic patterns are being created.
- Rt. 72/Sun Hill Road intersection is very unfriendly to pedestrians. Residents of the neighborhoods on the west side of Rt. 72 cannot reasonably get across the road on foot to businesses on the east side.
- Fruitville Pike/Oak Street intersection has a dangerous sight distance issue.
- Roadway is deteriorating around the hard 90° curve on Holly Tree Road.
- Issues with growth management and density were raised, especially concerning the cost of services to be provided, traffic congestion, etc. It was asked whether it would be better for the Township to make 2-acre rural residential lots the norm rather than denser developments in the growth areas served by public infrastructure.
- Sidewalks should be extended to Doe Run Elementary School.
- With the new development on Holly Tree Road, will there be a barrier to restrict children from getting into the pond?
- Connections between new and existing developments are important; grid-like networks are desirable.
- Lexington Road/Temperance Hill Road intersection is dangerous.
- The Township should have an exhibition booth at the Manheim Farm Show to do public outreach, especially for this Plan.
- Lititz Road/Fruitville Pike intersection is dangerous.

- Could advance safety warning signs be used for the Lititz Road/Rt. 72 intersection to calm traffic and reduce conflicts there?
- Look at special traffic generators like Rohrer's Quarry, Roots Market, B.R. Kreider, and the Manheim Auto Action and determine improvements to mitigate their impacts. Also, approach them with possible solutions and seek partnerships to put them in place.

July 30, 2013 – Manheim Central Middle School

- There is considerable speeding traffic on West Sun Hill Road by the covered bridge. Also, some oversized vehicles attempt to use route, but cannot fit in the bridge and use private driveways to turn around.
- Perception of crime and traffic increasing at a higher proportion as population grows densely was expressed. The new development on Holly Tree Road was cited as an example, as opposed to the development on West Sun Hill Road that is less dense.
- More of a connected grid pattern among developments is needed. The relationship between Mallard Ponds, Meadows East, and Barons Ridge was noted as a multi-development example.
- Requirements for open space in new developments were thought to be one driver of less-connected roadway design.
- Large-radius roundabouts work much better than smaller-radius ones, so be cautious about proper sizing when considering this intersection type.
- Pedestrian access from the Manheim Shopping Center to Manheim Borough is needed.
- The Township should look at the big picture when considering what projects are appropriate, and which ones to fund. It is important to look at future changes in land use as well as current needs to avoid under-improving or constructing something that will be obsolete in the near future.
- Long-term maintenance of improvements should be considered, as well as the appropriateness for their locations.
- Thermoplastic crossings are more desirable than brick due to reduced maintenance and upfront cost.
- Triangular "pork chops" that restrict turning movements are problematic, and should be designed properly to accommodate all vehicles.

- Intersection sight lines should be evaluated throughout the Township not just in a truck, but in a passenger car to be more accurate.
- Overuse of traffic signals can be a problem, notably in how they may push trips to other places that are less desirable.
- Rt. 72/Sun Hill Road is a dangerous intersection for pedestrians to cross.
- The Manheim Shopping Center driveway at Doe Run Road should be restricted to right-in/right-out to avoid the cost of realigning it with West End Drive and the associated intersection improvements.
- More bus shelters should be provided to encourage transit use, especially for commuters. The area near the Bucknoll Road/Rt. 72 intersection is a prime example with the increasing amount of residents within walking distance. This can be coordinated with Red Rose Transit Authority.
- Look for opportunities to use reflective line paint and reflectors where there are turn lanes, turning movements, etc. to reduce crash potential at night.
- When planning improvements on rural roads, be sure to coordinate with landowners before construction to ensure that any on-farm conservation/erosion and sedimentation practices will not be adversely affected.