

**TOWNSHIP OF DERRY  
BOARD OF SUPERVISORS SPECIAL MEETING MINUTES  
JULY 28, 2020**

**CALL TO ORDER**

*In order to ensure public safety during the COVID-19 crisis, the July 28, 2020 meeting was held by audio and video conferencing via a Zoom Virtual Webinar and shown live on YouTube on the Derry Township YouTube page.*

Chairman Abruzzo called the July 28, 2020 Special Meeting of the Township of Derry Board of Supervisors to order at 6:02 p.m. via video conferencing with a Zoom Virtual Webinar through the on-line Meeting Room. He advised that all public meetings are recorded for providing accurate notes. After the Pledge of Allegiance, a roll call was performed. He noted the emails sent prior to the meeting would be part of the records.

**IN ATTENDANCE:**

**SUPERVISORS**

E. Christopher Abruzzo, Chairman  
Natalie L. Nutt, Vice Chairwoman  
Carter E. Wyckoff, Secretary  
Richard D. Zmuda  
Susan M. Cort

**ALSO PRESENT:**

Christopher Christman, Township Manager  
Chuck Emerick, Director of Community Development  
Patrick Armstrong, Township Solicitor  
Lauren Zumbrun, Economic Development Manager  
Matt Bonanno, HRG Engineer  
Eric Stumpf, HRG Engineer  
Brian Blahusch, IT Manager  
Julie Echterling, Recorder

**NEW BUSINESS:**

**GREATER HERSHEY REGIONAL TRANSPORTATION STUDY:**

Ms. Zumbrun introduced Mr. Stumpf who would be presenting the study on behalf of HRG. She stated the study was on the website and the public may comment on it until August 7. The Final study should be released at the end of August. She spoke about the study starting in 2018 with the intent to identify projects for the long term. These projects, once agreed upon, could be submitted for Capital Improvement plans with costs to HATS for inclusion on their funding schedule. Hummelstown and Londonderry municipalities were included in this study. She noted that this study is the first step toward the improvements and projects being planned and funded.

Mr. Eric Stumpf, HRG, went over the meeting objectives. He stated he would be providing an overview of the study purpose, goals, objectives, needs, potential funding and obtaining comments on the study. He noted that the study includes projections out to 20 years. The study is not a proposal of specific projects, a construction plan and does not include engineered drawings. He noted the study is the following:

- A long-range (20-year) planning tool/guide
- A resource for future project development
- The recommendations are concepts based on current transportation projections
- Includes concept exhibits to illustrate general intent
- The recommendations of the study are fluid

He discussed the following Study Resources used:

- Stakeholder Committee included the municipalities of Derry, Hummelstown and Londonderry; Tri-county Regional Planning Commission and PennDOT Planning.
- Stakeholders included local business owners, school district representatives, PA House, and PennDOT Bicycle/Pedestrian Representative.

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- Additional Resources included Bicycle/Pedestrian Survey and Studies and plans completed by others

He stated the purpose of the study was to be a Long-Range Planning Tool. The plan could be used for a baseline of future project-specific studies including developer, municipal and PennDOT studies. In addition, the study identifies potential future roadway needs including the placement of utilities and signal polls and the preservation of future right of way. This study will also help in the procurement of funding and grants. He described the study process, which was to analyze, evaluate, improve and then the final study.

He stated the Goals and Objectives of the study were the following:

- Develop “complete streets”
- Smart Growth-Maintain acceptable traffic flow with significant anticipated development, including planning for the West End project.
- Accommodate event and pass-through traffic outside of Hershey Village and downtown corridor.
- Maintain or improve mobility along key corridors with improving connectivity and north-south mobility.
- Integrate multi-use trail network with business destination, residential neighborhoods, and on-road bike/pedestrian facilities.
- Improve pedestrian mobility between Derry Township and Hummelstown.
- Preserve the safety of bicyclists and pedestrians around school campuses.

He noted planning tools have limitations. There is a need to monitor future transportation trends which includes the following:

- Actual future land use patterns and development
- Impact of Navigation Apps (Wave, Google Maps, etc.) He spoke about how these apps are used for visitors.
- Evolving transit needs and offered services and autonomous vehicles.
- New roadways/highways outside the study area
- Long-term impacts of COVID-19.

He showed several maps of the proposed changes in the study. He explained some of the proposed changes and how the Navigation apps work for those visiting Hershey. He spoke about the proposed 422 and business 422 map with traffic movement. In addition, he showed a pedestrian trail map and spoke about trails, sidewalks and bike lanes. He stated there are several potential funding sources. They include Federal, State/Grant, County and Municipal funding. It could also include private funding including developer and stakeholder collaboration. He discussed the milestones for the project including comments being received until August 7 and a final study release projected for August 31.

Chairman Abruzzo stated there was not a vote being taken on the report tonight. He deferred to the public commenting to go first and then the Board could comment on the report during the 7 p.m. meeting. The Board agreed.

**VISITOR/PUBLIC COMMENTS:**

Mrs. Kathryn Byrnes, 20 W. Governor Road, stated her comments represent a group of homeowners. She said they were disappointed that they were not contacted and found out about the report July 9 from a neighbor. She was surprised and disappointed to see the report where her front yard and porch would

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be used for a five-lane road. They are alarmed about the negative impact this will have on them as homeowners including safety issues (accidents including the potential of fatalities with truck traffic), pedestrian traffic concerns and the negative impact on their property values. They are baffled how five lanes will go down to two and then a roundabout. They requested to expand the comment timeframe past August 7, and have an exclusive meeting with those affected on Governor Road. They would like to be included as a stakeholder since residents were not included as stakeholders in the study. She thanked everyone for their time.

Mrs. Sandra Ballard, 650 Cocoa Avenue, read her comments submitted and are included in the minutes.

Mr. Dave Weaver and Maria Memmi spoke about Java Avenue and their comments were submitted and included in the minutes.

Mrs. Corinne Edris, 170 W. Governor Road, has lived in the Township for 20 years. She agrees with Mrs. Byrnes comments. It was helpful to see the plans and the background. She is concerned about safety with the plan to increase the road to 5 lanes. She spoke about how people use her road to get downtown and it is heavily used. She is concerned as the road is now 35 miles per hour and there are accidents. She spoke about the pedestrians and bikes that use this residential road.

Mr. Andy Andrews, 404 Hockersville Road, had some questions about the study for his article in the Sun paper tomorrow. Supervisor Cort asked that he reach out to Mr. Stumpf to obtain answers.

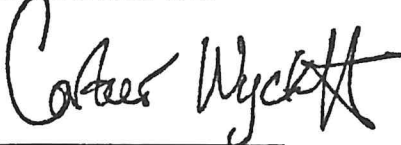
Mrs. Ann Searer, 2125 Carey Way, read her comments she submitted and are included in the minutes.

Mr. Rich Gamble, 39 Hockersville Road, reviewed the study. He asked if the projects in the study are for the benefit of other venues versus for the residents. He thinks the smaller aspects for the safety of the residents should be the focus. To destroy the residential village for those who don't live here is a huge mistake. He noted that Hershey built the town specifically to slow traffic down and for safety. He would like the focus to be on the community first.

**ADJOURNMENT:**

Supervisor Cort made a motion to adjourn the meeting at 7:06 p.m. Supervisor Zmuda seconded the motion. **Motion carried 4-0.** *Chairman Abruzzo was experiencing technical difficulties during this vote.*

**SUBMITTED BY:**



Carter E. Wyckoff  
 Township Secretary



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Below are the public comments received by email prior to the meeting:

**From:** T. Herbert Dimmock <[thdimmock@gmail.com](mailto:thdimmock@gmail.com)>

**Sent:** Friday, July 24, 2020 11:27 AM

**To:** Christopher Christman <[ccchristman@derrytownship.org](mailto:cchristman@derrytownship.org)>

**Subject:** comments RE: Hershey Regional Transportation Plan

Your plan has strengths. It could also be improved

Here are some important thoughts which I hope will lead to additions to your plans.

1) The neighborhood immediately to the south of the Hershey Medical Center (Shady Hill Estates) is isolated and not tied into your various improvements.

**SUGGEST ADDITIONS TO YOUR CURRENT PLAN**

New sidewalk (or bike/sidewalk) on Sunnyside

New sidewalk (or bike/sidewalk) on Hillchurch and then down Sandhill to tie into trail on the south side of the med center property

The Hershey Med Center owns the large tract of land behind it (to the south) that abuts the aforementioned neighborhood. Build an offroad bike connection to tie into both Shady Hill Estates as well as the terrific and highly used trail on Bullfrog Valley. One easy and readily available location would be that large field behind the med center. What a great idea for a growing area while the land is readily available. That trail need not be elaborate: it could be gravel or mulch (or, of course, it could be paved) A huge number of folks in Shady Hill Estates work at the Med Center; why not make it easy for them to bike or walk to work? I note that in the event of snow, this would be a safety issue for the community AND help assure that needed medical personnel could get to work. [Point of fact: when we have heavy snow a surprisingly large number of people bushwack their way to the med center on foot. Make it safer.... build a foot/bike connector. Look at your maps - you'll see that multiple easy routes are possible]

TRAFFIC is bad and getting worse. PennDOT states that their number one preferred solution for upgrades to roads is the building of new traffic circles. Traffic circles move more cars, are safer for pedestrian traffic and calm traffic. What's not to like?

SUGGEST your plan include new traffic circles at some of the already failing intersections as well as at those nearly capacity where significant new development is on your plan. Add traffic circles at:

1. Intersection of LIngle Ave and Hersheypark Dr
2. Fishburn and Sandhill
3. Wood and Middletown
4. the service road and Waltonville Rd

With the huge development planned for Hershey West, the aforementioned upgrades # 3 and # 4 should be a **prerequisite to any new construction** in the designated Hershey West area.

As the med center grows, traffic circles would also make intersections safer for both cars and pedestrians at two locations on Cherry Dr (at Hope Dr as well as at Sand Hill)

The world is learning that walking and biking is healthier than driving. (duh) Cars consume enormous space both to drive and to park. Please place a higher emphasis/priority on sidewalks and biking trails. That's where we want you to spend our tax money. My kids could not walk/bike to Hershey High School - despite the fact that it was merely a couple of miles away! Quite frankly, that is an unacceptable outrage. And, with your current plan, kids in my neighborhood would still not be able to get to schools,



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the library or the rec center being built by any means other than cars. I cannot even begin to imagine how anyone would think that is acceptable.

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T. Herbert Dimmock

850 Appenzell Dr, Hummelstown, PA 17036

Founder and Music Director, Bach in Baltimore

[www.bachinbaltimore.org](http://www.bachinbaltimore.org)

Choir Director, Chizuk Amuno Congregation

[www.chizukamuno.org](http://www.chizukamuno.org)

717-439-5766

Music Director, retired, St. Stephen's Episcopal Cathedral

Music Director Emeritus, Handel Choir of Baltimore

"Do your little bit of good where you are; it's those little bits of good put together that overwhelm the world." - Desmond Tutu

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From: Amy Backenstose <amybackenstose@gmail.com>  
 Sent: Sunday, July 26, 2020 5:52 PM  
 To: Christopher Christman <cchristman@derrytownship.org>  
 Subject: HRG Traffic study

Hello,

I applied to be part of many boards and to be a Supervisor. I am just a resident here for 50 years and a lawyer, I am not special or connected so I will probably never be able to use my passion for the good of this town in an official position. I am super passionate about the town of Hershey and care deeply about maintaining it's character as a safe residential place that also has some cool amenities which I LOVE.

I completely oppose the HRG plan in regards to 322. It is not necessary. Covid has changed the nature of commuter traffic and it is not likely to return to the way it once was in the near future, if ever. There are two things you could do much cheaper than taking of properties, widening the road and all for only 1/2 mile, to return back to 2 lanes in both directions.

You could simply put a no left turn on to Elm Avenue on 322 facing East.

You could have two signs put up stating no left turn, one at light warning people and one closer to Elm enforcing it.

These two pictures attached are taken at 5:30 and 6:05 on a Tuesday and a Wednesday evening during "commuter traffic." It is NOTHING like it once was. It is not worth 186 Million and ruining people's lives, (the people you are supposed to be representing and taking care of). Also I disagree with your study using a group from the School board, representatives from Medical Center, Hershey Company, etc. you should have a citizen board taken from residents who live here. That is who you should be catering to, not out of touch business people who might not even live here.

Over the years, one by one, people in charge have taken down Milton Hershey's buildings and little side businesses. It honestly shocks me that people think they know better than a man who started 3 successful businesses. If completely arrogant people had not destroyed many of the things Milton Hershey had set up for the residents we'd still have trolley works to travel from one end to the other - similar to New

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Orleans, a butcher shop, an orchard with fruits and vegetables in our town for fresh local produce, a dairy for local milk, a bakery, the downtown would have beautiful buildings and shops and restaurants already we wouldn't have to have the "down town planning board," to reconstruct a down town that was dead for over 30 years, but one just to keep up with it. supplementing and evolving.

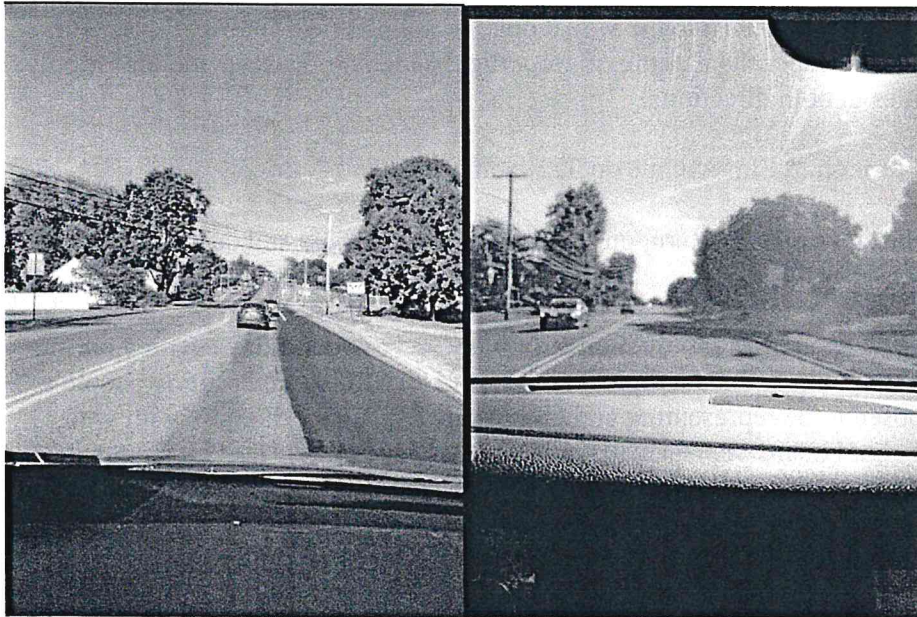
I will tell you I adore seeing people walking all over down town again on Chocolate, I love that there is foot traffic and life! But we would have always had it had we not destroyed what was once in place. It took a lot of tax payer dollars to ruin a town then to build it back up.

How is taking properties and putting one more lane in (only one) promoting livability? Walkability? Resident's interests? It is not. It will lead to a commercial zoning situation similar to what will happen soon on Fishburn and what is going to happen on the West End of Chocolate when that gets destroyed by the new hotel. It's not about the residents. It's about egos and big projects approved by out of touch people and big business, not residents and livability.

The properties on 322/ Governor Road and Fishburn will become worthless. The people will leave. You will have a greater divide of super rich and super poor and a non inclusive, non diverse society. Taxes will need to be raised. People will be suffering. Think.

Please use your hearts and heads and make decisions with the residents you are here to protect and represent in mind. This is about the present residents, not the future traffic from Amazon warehouses, or hotel businesses - you must see now that decisions based upon that might not hold up. Mother nature kept them empty this year and may do so again. Even if "Hershey tax dollars," aren't used, it essentially comes from "tax payer dollars."

Sincerely,  
Amy H. Backenstose





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From: Anne Searer <asearer@comcast.net>  
Sent: Tuesday, July 28, 2020 9:00 AM  
To: Chris Abruzzo <ChrisAbruzzo@derrytownship.org>  
Cc: Christopher Christman <cchristman@derrytownship.org>  
Subject: comments for July 28 meeting

Hi Chris –

On second thought, I have decided I would like to present my comments in the public portion of the meeting tonight if time allows. Since emailing you, I realized that I had cut a number of thoughts from my Letter to the Editor at The Sun in order to be within word count. I have attached the original version which I previously sent to you and the other supervisors.

Thanks so much,

Anne

If not now, when? If not me, who? Rabbinic Sage, Hillel the Elder

Dear Derry Township Board of Supervisors:

The Greater Hershey Transportation Study appears to cover a great number of current problem areas and should relieve many existing problems. But the emphasis everywhere is on widening paved intersections and roadways to allow and encourage even more carbon-emitting-gas vehicles with little to no discussion of promoting a greener form of mass transit which would take advantage of the efficiency and cost savings of existing and future technologies. The study wisely includes pedestrian and bike paths (and that is fantastic) but only mentions a possible expansion of bus transportation. Even at that, CAT should be incentivized to change current busses for electric ones.

High speed, light rail, electric options should have been included in the plan as it is past time when we must reduce our carbon footprint – not increase it. Derry Township had the foresight to install solar panels at the township building a number of years ago. That plan had vision and has worked well. We need to improve our world for future generations. Solar panels can be placed in fields, on tops of buildings, over parking lots and, yes, even used as the roadway itself (in which case, plowing snow and icy pavements are eliminated).

We all know light rail would be expensive but we have ignored the cost of our increasing carbon emissions for too long and now we are rapidly approaching the tipping point. If this plan has an expiration date of 2038, are we to believe there will be no new modes of transportation that address the serious crisis that we, as a society, face in the next 18 years?

Milton Hershey had the vision to build trolley lines down the middle of Chocolate Avenue which transported people from Lebanon to Hummelstown and from Hershey to Elizabethtown. Those tracks are long gone but the concept remains. Today's version of the trolley could make use of the Intermodal Transportation Center behind The Hershey Press building and use high speed light rail to whisk patrons around time consuming traffic. It may be elitist but people prefer high speed options to traffic hassles. When that transportation center was built, about 15 years ago, someone had the idea that light rail could be a reality. Such a plan could be resurrected and the facility used for more than busses. University Drive could be a North-South cross-access to the Hershey Medical Center. Light rail could also make use of the middle of Governor Road.



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Creation of a Business-422 is brilliant and would reduce traffic through town. But other arteries are still in trouble. Please consider alternatives for 743, 322, and Middletown Road. With the full build out of the Rutherford train yards, the expanded FedEx facilities in Lower Swatara Township and the coming Amazon mega-facility in Londonderry Township, other highways should be used to avoid our town. These highways are already completed. We should slow down, not encourage, traffic using our town and residential areas as a throughway.

In addition to the new home developments that we see on the projected maps, both HersheyPark and the Med Center control plenty of land that is yet to be developed. Are we to expect more and ever widening, paved-connector roadways and even more giant parking structures? If we can widen roads and construct new roadways, can't we use some of that space instead for high-speed, light rail transportation that reduce our reliance on fossil fuels? We need a vision for the future that does not expand the destructive efforts of the past. Our children are watching and counting on us to erase some of the damage we have already done.

Anne Searer  
2125 Carey Way  
Hummelstown  
717 533 9636

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From: Richard Breach <richardbreach47@gmail.com>  
Sent: Tuesday, July 28, 2020 4:10 PM  
To: Christopher Christman <cchristman@derrytownship.org>  
Subject: Comments for July 28th Meeting

**GREATER HERSHEY REGIONAL TRANSPORTATION STUDY**

If you add up all the listed projects, you come up with a range from \$133 million to \$186 million.

Although some of the money will come from federal, state and county sources (all of which are experiencing their own financial problems now due to Covid 19) much will have to come from Derry Township.

At the June 23 meeting of the township's Board of Supervisors, Derry Township Manager Chris Christman warned of a shortfall of up to \$1.1 million.

Much of that deficit comes from the closure of Hersheypark, Giant Center and other Hershey Entertainment and Resorts Company (HE&R) facilities.

"The lack of revenue will be felt for years to come," Christman said. "It will ultimately result in a reduction of services.... It will result in cuts in staff and use of some fund balance to hold the line on taxes."

The report also talks about new construction and businesses coming to Derry Township. Since the report was completed many businesses in the area have closed permanently. Others are required to operate at less than half capacity.

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Many businesses have discovered that they can have employees work from home cutting expenses of large offices with the added benefit of keeping workers at home and off the roads.

Most of the schools in our area are going to have less students attending school in-person every day and more doing on-line work. This will also keep more cars and busses off the road.

Based on the above facts above and the changes in lifestyle/business model that have occurred in the last 6 months I think this study was made worthless and should at the very least be shelved for at least a full year and then reworked with the information that is current at that time.

Richard Breach  
62 W Governor Road

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From: dave weaver <davew\_bobbin@comcast.net>  
Sent: Tuesday, July 28, 2020 8:09 PM  
To: agallagher@hr-g-inc.com  
Cc: Chris Abruzzo <ChrisAbruzzo@derrytownship.org>; Natalie Nutt <natalienutt@derrytownship.org>; Susan Cort <susancort@derrytownship.org>; Rick Zmuda <rickzmuda@derrytownship.org>; Carter Wyckoff <carterwyckoff@derrytownship.org>; Christopher Christman <cchristman@derrytownship.org>  
Subject: Java Avenue Residence Response-GHRTS

All:

Thank you for your efforts regarding the Hershey Regional Transportation Study. Please see attached summary thoughts from residents of Java Avenue regarding proposed changes to our street.

Dave Weaver

The Residents of Java Avenue met recently to review and discuss the proposed improvement concepts contained in the Greater Hershey Regional Transportation Study (GHRTS) and the implications of those concepts on the Avenue and our homes.

Java Avenue is one of the most historic and iconic Avenues in Hershey. Its nine homes are some of the most historic, unique and notable homes on our town. The Historic Society has designated seven of the homes with Preservation Awards and the other two could easily be considered and qualify for such designation. As such, the proposed "Java Avenue Removal" shown on page 37 should be automatically removed from any consideration.

The proposed "Java Avenue One Way" has some merit however the problematic Java Avenue/Areba Avenue intersection remains in this proposal. I think it is safe to say, an intersection like this would not be permitted under current roadway construction codes. We would like to offer the following thoughts and ideas for consideration:

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- While the residents fell strongly about maintaining some sort of vehicular access to the front of our homes, we also feel that parking spaces are not necessarily needed. Currently residents are afforded parking in a rear parking lot. As long as a parking option in the rear is maintained, parking in the front is not a critical need. Improvements to E Street in the rear would also enhance parking options. This street is currently in very poor condition.
- Java Avenue could be designated a “limited use” road...Available for use as needed for deliveries, service vehicles, and emergency vehicles. Assuming the Caracas egress onto Homestead Road is completed as shown in the proposals, a small cul-de-sac could be constructed at the north end of Java Avenue. As a limited use road, the surface could be constructed using cobblestones, brick, or pavers, fitting with the historic nature of the roadway. These products would also be permeable, alleviating some of the storm water management problems that have occurred in this area in the past. Some cost savings could be realized because additional frontage, enhanced median, and the construction of steps and ramps (and associated maintenance), would not need to be constructed.
- We believe other Hershey entities have a vested interest in a historic Java Avenue being a limited use road. As mentioned above, the Historic Society recognizes the uniqueness of Java and its homes. Through its Trolley Tours, HERCO recognizes the importance of this area. A limited use road that permits access to this tourism component will enhance the Tours. A limited use road would permit the Trolley to stop for folks to get a more up close look as this neighborhood. A cul-de-sac would provide an opportunity for the Bowman Trust to beautify this area like they do so many other areas in the Township
- “Java Avenue One Way” shows proposed parking on the west side of Java. At the very least we would suggest reconfiguring the one-way entry so that parking would be moved to the east side of the street.

We are passionate about our street and our neighborhood. We appreciate you taking the time to address and consider our thoughts. We hope that we will be consulted and fully engaged before any project or improvements are approved by the Board of Supervisors or any other governing body of Derry Township.

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From: Sandy Ballard <2sandyballard@gmail.com>  
Sent: Tuesday, July 28, 2020 2:48 PM  
To: Christopher Christman <cchristman@derrytownship.org>  
Subject: Fwd: Suggested Edits to Study

Thank you for asking for feedback. Below are my suggested edits (mine are ALL CAPS) lower case words are from original.

I suggest you build on the Township’s strengths and focus on efficient and effective Protected Bike Lanes (and Safe Pedestrian Facilities, for that matter) that promote safe, healthy, active transportation that is currently available for all ages and abilities (thanks to rapid technological growth and new options like e-bike share and motorized scooters that my Dad used for years before his recent passing).



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Please consider forthcoming options that will improve active transportation's accessibility and efficiency for our growing and actively aging community .

The County has set a great example. Derry Township needs to think creatively outside the box (or asphalt, in this case) and limit any pricey projects (that Engineers and other professionals prefer due to payment structures) like road expansions (that will eat up our federal, state and local taxes with maintenance costs for decades). We should focus on more effective and efficient modes of transportation.

In addition, I recommend that all future capital projects include ongoing use and maintenance expenses – notwithstanding which taxpayer dollars are used to pay those costs.

I suggest you use the recently-adopted, award-winning Community Vision (and resulting Strategic Plan) and regional Bike Connections Report to help guide the Township.

Finally, I suggest all future drafts are shared with the Townships recently-added, easily-available

- CCAC
- Bike / Ped Committee
- Tree Committee

Thank you for your time and I look forward to the Community Participation in the Study Discussion tonight at 6 PM.  
 Sandy Ballard

The identified goals and objectives are generally consistent with those established by the Harrisburg Area Regional Transportation Study (HATS) Regional Transportation Plan (RTP 2040), including a focus on multi-modal mobility, safety FOR ALL USERS, and Smart Growth.

- Develop “complete streets” that facilitate safe and efficient TRAFFIC flow FOR ALL USERS, while also PROMOTING bicycle and pedestrian needs throughout the study area AND GIVING PREFERENCE TO PEDESTRIAN, BICYCLE AND NON-VEHICULAR USERS IN RESIDENTIAL AREAS AND THE DOWNTOWN.

Create an integrated, multimodal transportation network while targeting Vision Zero initiatives, which has an established goal of zero roadway fatalities, WHILE INCREASING SAFE, HEALTHY, EQUITABLE MOBILITY FOR ALL INCLUDING PEDESTRIAN, BICYCLE AND NON-VEHICULAR USERS.

Keep traffic on arterials, not on RESIDENTIAL OR rural, collector roads that were not designed for heavy through traffic.

Improve connectivity and north-south mobility FOR ALL INCLUDING PEDESTRIAN, BICYCLE AND NON-VEHICULAR USERS.

Provide safe and efficient integration of the area's comprehensive off-road multi-use trail network with commercial/business destinations, residential neighborhoods and on-road bicycle and pedestrian

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facilities WITH AN EMPHASIS ON PROTECTED BIKE LANES FOR ON-ROAD BICYCLE FACILITIES.

Preserve AND INCREASE the safety of pedestrians BICYCLE AND NON-VEHICULAR USERS WITH PROTECTED BIKE LANES, OFF-ROAD TRAIL, AND INCREASED TRAFFIC CALMING BMP'S around school campuses – Lower Dauphin Middle and High Schools, Derry Township School complex, Milton Hershey school. PRIORITIZE PEDESTRIAN, BICYCLE AND NON-VEHICULAR SAFETY AND EASE OF USE IN THESE AREAS WHILE ACCEPTING LOWER MOTORIZED VEHICLES LOS IN THESE AREAS AND DOWNTOWN. [COME ON - THESE ARE OUR KIDS! A HUGE REASON FOR WANTING TO LIVE IN HERSHEY IS IT IS A GREAT PLACE TO RAISE KIDS.]

It is imperative to move traffic safely and efficiently along primary arterials to service these facilities, while minimizing impact to the downtown feel and character of the Hershey Village AND GIVING PREFERENCE TO PEDESTRIAN, BICYCLE AND NON-VEHICULAR USERS IN RESIDENTIAL AREAS AND THE DOWNTOWN.

Improved bicycle mobility is a primary goal of this study throughout the Greater Hershey community, and improved pedestrian mobility is of utmost importance within Hummelstown Borough and the Hershey downtown and Village AND PEDESTRIAN, BICYCLE AND NON-VEHICULAR USERS MUST BE SAFELY ACCOMMODATED ON ALL PUBLIC ROADWAYS.

The level of service (LOS) IS USED TO DETERMINE HOW WELL A ROAD TRANSPORTATION FACILITY IS OPERATING FROM THE PERSPECTIVE OF A MOTOR VEHICLE USER AT PEAK USE. LOS LOOKS AT THE BUSIEST 15 MINUTES OF THE DAY AND DETERMINES HOW WELL MOTORIZED VEHICULAR TRAFFIC FLOWS AT THAT TIME.

Constant free-flowing traffic 24/7 is perpetually held up as the ideal, and we invest accordingly, but we'd never make fiscal decisions like this with our own money. Say you have a big party at your house a few times a year with 50-75 people. Would you pay to renovate the house you live in to add six more bathrooms to ensure that no one has to wait to use the restroom at your party? Or would you rationally expect a bit of waiting? The states going broke (or begging for more money) are the ones that spend millions trying to address a few minutes of excessive delay that happen at limited times.

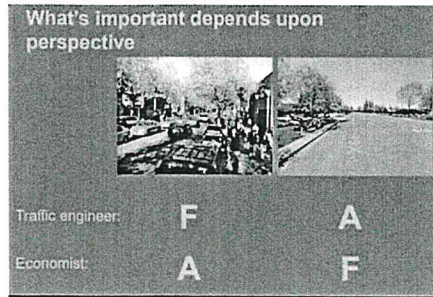
<https://www.strongtowns.org/journal/2019/9/16/four-ways-traffic-engineers-thwart-public-will>

FURTHERMORE, LOS DOES NOT MEASURE WAIT TIMES FOR OR FLOW OF PEDESTRIAN, BICYCLE AND NON-VEHICULAR USERS. BECAUSE AN OVER-ARCHING GOAL IS FOR DERRT TOWNSHIP TO BE A MORE WALKABLE, BIKABLE COMMUNITY, THESE PEDESTRIAN, BICYCLE AND NON-VEHICULAR USERS SHOULD BE PRIORICIZED IN RESIDENTIAL AND SCHOOL AREAS AND DOWNTOWN THUS ACCEPTING A CORRESPONDING INCREASE IN WAIT TIME (AND REDUCED LOS) FOR MOTRIZED TRAFFIC.

THUS, WHILE A LEVEL OF" A" SOUNDS IDEAL - IT IS VIRTUALLY IMPOSSIBLE ANYWHERE AND VERY UNDESIRABLE IN RESIDENTIAL AREAS, SCHOOL AREAS AND THE DOWNTOWN. See below:



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Nicely put. Graphic by Jeffrey Tumlin

By overemphasizing LOS, we justify expensive, overbuilt streets that are dangerously inhospitable to people—just so folks who use the least efficient form of transportation (single-occupancy cars) won't be inconvenienced during peak travel times. In doing so, we ignore the many variables that influence the transportation system as a whole: land use and zoning, pedestrian comfort, bike safety, viable transit, trip generation, etc. <https://www.strongtowns.org/journal/2018/8/13/a-losing-proposition>

Transportation networks have been designed and constructed with the goal of keeping car and truck traffic on higher classification highways (i.e. arterials) for the majority of their travel route, only accessing collector roadway or local roads as they leave or approach their destination. However, the recent increased reliance on navigation apps has compromised this strategy, and **THUS WE MUST ENGINEER AND BUILD IN TRAFFIC CALMING BMP INCLUDING ROUNDABOUTS BUMP-OUTS, PLANTING TREES\*\* IN THE TREE LAWN (BETWEEN ROAD AND SIDEWALK - WHICH ALSO HELPS TO ADDRESS CLIMATE CHANGE AND STORMWATER RUNOFF ISSUES) TO PREVENT significantly increasing motorist through traffic on collector and local roadways AND RESIDENTIAL STREETS.** Specifically within the Greater Hershey region, several roadways have seen an increase in traffic due to rerouting of traffic, which is exacerbated during Hershey events. It is ideal to keep event traffic on the freeway and arterial network to Hersheypark Drive, **WHILE ALSO ACCOMMODATING ALL USERS INCLUDING NON MOTORISED USERS SUCH AS BIKES AND PEDESTRIANS. WHILE DIVERTING EVENT TRAFFIC WILL BE HELPFUL, IT WILL NOT BE ENOUGH THUS ENGINEERING AND BUILDING INTELLIGENT AND EFFECTIVE TRAFFIC CALMING IS IMPERATIVE.**

**\*\* WHILE DERRY TOWNSHIP AND VOUNTEER TREE PLANTING EFFORTS HAVE BEEN COMMENDABLE, THEY ARE NOT SUSTAINABLE. THUS, IT IS IMPERATIVE THAT THE TOWNSHIP CONVERT STREET TREE (BETWEEN THE SIDEWALK AND STREET) OWNERSHIP TO THE TOWNSHIP. THUS, THE TOWNSHIP WILL PLANT AND REPLACE ALL STREET TREES THROUGHOUT THE TOWNSHIP USING CLIMATE CHANGE GRANT FUNDS, AND PROPERTY FEES. THERE ARE MANY EXAMPLES OF THIS IN OTHER COMMUNITIES TO REPLICATE.**

Unfortunately, as there are frequently long delays along these arterial routes during events, the navigation apps are now rerouting traffic onto less-desirable routes (see Map 10). **THUS WE MUST ENGINEER AND BUILD IN TRAFFIC CALMING BMP INCLUDING ROUNDABOUTS BUMP-OUTS, PLANTING TREES IN THE TREE LAWN (BETWEEN ROAD AND SIDEWALK - WHICH ALSO HELPS TO ADDRESS CLIMATE CHANGE AND STORMWATER RUNOFF ISSUES)** Under current legislation, the only way to counteract the effect of the navigation apps is to either improve the preferred routes to make these routes faster; or add controls (such as truck restrictions, traffic calming and/or street closures) to the non-preferred routes to keep these routes slower. The navigation apps bring



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a new set of challenges for the transportation community to ensure efficient traffic flow along the arterial routes while preserving the safety and multi-modal accessibility along secondary routes and within residential neighborhoods. Many of the recommendations in this study will improve travel time on the preferred routes. However, these improvements alone will not solve all of the issues **THUS WE MUST ENGINEER AND BUILD IN TRAFFIC CALMING BMP INCLUDING ROUNDABOUTS BUMP-OUTS, PLANTING TREES IN THE TREE LAWN (BETWEEN ROAD AND SIDEWALK - WHICH ALSO HELPS TO ADDRESS CLIMATE CHANGE AND STORMWATER RUNOFF ISSUES) .**

Additionally, the existing Intermodal Center is a great resource, though underutilized. **THUS WE PROPOSE USING IT AS A BASE FOR LOCAL SHUTTLES (SEE MORE BELOW) WHILE MAXIMIZING FLEXIBILITY SO THAT THE CENTER CAN PIVOT TO INCORPORATE NEW TECHNOLOGIES SUCH AS A FLEET OF SELF DRIVING CAR POOL VEHICLES AND OTHER FUTURE CREATIVE OPTIONS.**

Capital Area Transit offers a bus route from Harrisburg through Hummelstown to Derry Township and back, operating from the early morning through the evening on weekdays to provide service for typical weekday commuters **WITH ADDITIONAL SEASONAL SERVICE HOURS AND WEEKEND SERVICE FOR HERSHEY PARK, WHAREHOUSE EMPLOYEES AND OTHERS .**

The reconfigured interchange should also provide multimodal connectivity between Route 422 and Hersheypark Drive, through either off-road facilities or a signalized crossing at Route 422/Sipe Avenue/Mae St or Route 422/Lucy Avenue **AND POSSIBLE DESIGNATED PARK & RIDE LOCATIONS (THAT COULD BE SHARED PARKING FACILITIES WITH CURRENT UNDER-UTILAIZED AND OVER BUILT PARKING LOTS) FOR THE REGIONAL BUS SERVICES AND PROPOSED LOCAL SHUTTLES (USING SMALLER VEHICLES)**

1. **HERSHEY AREA SHUTTLE (AROUND THE VILLAGE, MED CENTER, STORES, DOWNTOWN AND RESIDENTIAL AREAS) ,**
2. **PSU MEDICAL CENTER EMPLOYEE SHUTTLES TO REMOTE SHARED PARKING / PARK & RIDE OPPORTUNIES AT LOCAL UNDERUTILIZED EXISTING PARKING LOTS IN PALMYRA, CAMPBELLTOWN, MIDDLETOWN AND OTHER COMMUNITIES, AND**
3. **HE&R SEASONAL TOURISTS SHUTTLES, FOR EXAMPLE. AS DISCUSSED MORE BELOW.**

To improve the safety of roadways for vehicles, pedestrian, and bicycles the following is recommended **(OF COURSE, ADDITIONAL LANE MARKINGS AND SIGNAGE, ALONG WITH PROTECTED BIKE LANES WHEN POSSIBLE, WILL BE INCLUDED IN ALL ROAD, INTERSECTION OR OTHER TRANSPORTATION PROJECTS DISCUSSED IN THIS STUDY .**

Mitigation measures such as constructing turn lanes, widening for additional through lanes, and signal modifications, to name a few, are NOT required to reduce they [SIC] excessive delay at these intersections **IN RESIDENTIAL AREAS IN THE VILLAGE** to maintain sufficient traffic flow throughout the study area, **RATHER MORE COST EFFECTIVE AND SUSTAINABLE TRAFFIC CALMING MEASURES SUCH AS ADDITIONAL ROUNDABOUTS (LIKE THOSE AT MHS SCHOOL), BUMP OUTS FOR SAFER STUDENT AND OTHER PEDESTRIAN CROSSINGS WITHIN 1 MILE OF ALL SCHOOL BUILDINGS MENTIONED EARLIER (AS DISCUSSED**

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PREVIOUSLY), PLANTING TREES IN TREE LAWNS, PROTECTED BIKE LANES TO HELP NARROW TRAVEL LANES, ETC WILL BE USED.

REVISE THIS AS ABOVE: The recommended mitigation for the deficiencies at each intersection are described in the Conclusions and Recommendations section of this report.

While motor vehicles CURRENTLY account for most trips in the region, WE UNDERSTAND THAT TRANSPORTATION PREFERENCES CHANGE OVER TIME AND THE NEED TO BE A LEADER IN BOTH SUSTAINABILITY AND EASY AND ACCESSIBLE TRANSPORTATION OPTIONS FOR ALL USERS IN ORDER FOR THE TOWNSHIP AND STAKEHOLDERS TO ATTRACT AND RETAIN A MORE DIVERSE AND TALENTED WORKFORCE. there is significant bicycle and pedestrian usage that must be considered AND CAN BE USED to properly LEVERAGE AND address the transportation need of the area. Vehicles, bicycles, pedestrians, and mass transit were assessed to provide a comprehensive analysis for the region. Input from constituents was considered and evaluated for feasibility and applicability based on THE MOST RECENT STUDIES OF FUTURE ACTIVE TRANSPORTATION OPTIONS (E.G, DOCKLESS EBIKE SHARE THAT DOES NOT REQUIRE STATIONS, ETC) , MORE APPROPRIATELY SIZED PUBLIC TRANSIT OPTIONS (INCLUDING SMALLER SIZED VEHICLES FOR EASE OF USE AND REDUCED COSTS), observed field conditions and traffic engineering standards THAT PRIORITIZE THE SAFETY OF THE MOST VONERABLE USERS OVER THE POSSIBLE DELAY OF MOTOR VEHICLES.

Sources of input include the Derry Township Bike and Pedestrian Alliance Survey, municipal input, stakeholder feedback, and Lebanon Valley Bicycle Coalition input

cAN YOU PLEASE SHARE THE REVISED DRAFT (IF THERE WILL BE ONE) OR THIS DRAFT WITH THE EMAILS OF FOLKS WHO EXPRESSED INTEREST IN THE Derry Township Bike and Pedestrian Alliance?

WHILE ALL ROADS AND INTERSECTIONS MENTIONED IN THIS STUDY WILL BE ADJUSTED TO SAFELY ACCOMODATE ALL USERS AND RESIDENTIAL, DOWNTOWN AND SCHOOL AREA ROADS WILL PRIORITIZE THE SAFETY OF THE MOST VONERABLE USERS OVER THE POSSIBLE DELAY OF MOTOR VEHICLES, Through the responses in the study, specific roads were mentioned more than others, indicating the desirability AND NEED to make certain roads more pedestrian or bicycle friendly.

The three (3) roads that were mentioned the most to make more pedestrian friendly and more bicycle friendly include Route 743, Route 322, and Route 422. THUS, PROTECTED BIKE LANES WILL BE ADDED ON ALL THOSE ROADS IN RESIDENTIAL AREAS AND CLEARLY-MARKED CONNECTSIONNS WILL BE USED IN THE NON-RESIDENTIAL AREAS SO THAT SAFE CONNECTIVE IS ACHIEVED.

There is a lack of sidewalk and bike lanes on Park Boulevard to help pedestrians and cyclists entering Hersheypark from Hersheypark Drive. IN ADDITION, BIKE, PED AND OTHER NON-VEHICLULAR TRAFFIC NEED A SAFE PATH NORTH FROM THE END OF THE RECENTLY ADDED LARGE BIKE/PED PATH BEYOND THE HP ENTERANCE AND THROUGH THE INTERSECTION TO CONNECT TO 39 AND TO NEW OFF-ROAD TRAILS BEING BUILT IN THE AREA.

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. Route 39 bridge into South Hanover Township has narrow shoulders that are not suitable for cyclists or pedestrians. THUS, ADDITIONAL BIKE FACILITIES (SUCH AS PROTECTED BIKE LANES AND OR OFF-ROAD TRAILS) WILL BE ADDED THERE.

4. Pedestrians and cyclists do not have a safe route between the Village and N. Hockersville Road to get to Hersheypark Drive. THUS ADDITIONAL BIKE/PED FACILITIES WILL BE ADDED.
  - a. The intersection of Route 422 & Old West Chocolate does not have pedestrian crossings. THUS ADDITIONAL BIKE/PED FACILITIES WILL BE ADDED.
  - b. The underpass of the railroad on Old West Chocolate Avenue is too narrow to safely allow pedestrians. THUS ADDITION BIKE/PED FACILITIES WILL BE ADDED FOR THE USE OF HERSHEY FACTORY EMPLOYEES, RESIDENTS, TOURISTS AND OTHER PATRONS OF NEARBY LOCAL ESTABLISHMENTS.
5. A lack of safe pedestrian crossings across Route 422. THUS ADDITIONAL BIKE/PED FACILITIES WILL BE ADDED.
7. Better identified crosswalks across Elm Avenue and speed control along Elm Avenue. IN ADDITION, AS WE LEARNED FROM OUR SAFE ROUTES TO SCHOOL ENGINEERING STUDY, ELM IS A COLLECTOR FOR STUDENTS BIKING TO SCHOOL, THUS, TRAVEL LANE WIDTHS WILL BE REDUCED AND A SUITABLE PROTECTED BIKE LANE FOR SCHOOL-AGE CHILDREN WILL BE ADDED.
8. At the intersection of Fishburn Road & Hartley Road, survey participants found it difficult to cross Fishburn Road for pedestrians and cyclists. The crossing is marked and provides access to the residential neighborhood from the Jonathan Eshenour Memorial Trail. THUS ADDITIONAL BIKE/PED FACILITIES WILL BE ADDED.

The CURRENT sidewalk and bicycle facilities were reviewed. IN ADDITION, ALL "SIDEWALK WAIVER AGREEMENTS" (FOR LOCATIONS WHERE SIDEWALKS WERE DEFERRED DURING EARLIER CONSTRUCTION / DEVELOPMENTS AND AGREEMENTS WHERE PROPERTY OWNERS AGREE TO PAY FOR INSTALATION OF SIDEWALK AS NEEDED IN THE FUTURE) TO IDENTIFY LOCATIONS WHERE THESE AGREEMENTS CAN BE USED TO ADD POSSIBLE FUTURE sidewalk and bicycle facilities in the region to determine if improvements could be made to increase connectivity. Pedestrian and bicycle routes between the municipalities, between residential areas, and between residential and commercial developments have been examined to find areas of potential improvements.

32 Pedestrian and bicycle routes between Hummelstown and Derry Township are already limited to two (2) overpasses over Route 322 (Hanover St / Middletown Road and Quarry Road / Waltonville Road), and crossing at the Hersheypark Drive and Walton Avenue / Mae Street intersection. THUS ADDITIONAL BIKE/PED FACILITIES WILL BE ADDED.

Routes between Hummelstown and Derry Township Between downtown Hummelstown and Hersheypark Drive, there are gaps in the sidewalk which present a problem as pedestrians have to walk on the shoulder to get to and from destinations. THUS ADDITIONAL BIKE/PED FACILITIES WILL BE ADDED.



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Route 422 presents a problem as well as there are concrete islands blocking both vehicles and pedestrians from crossing Route 422 at Lucy Avenue and Sipe Avenue. THUS ADDITIONAL BIKE/PED FACILITIES WILL BE ADDED.

Additionally there are gaps in sidewalks on Hanover Street and Waltonville Road. THUS ADDITIONAL BIKE/ PED FACILITIES WILL BE ADDED.

The bridge over Route 322 does have sidewalk on the western side of the road . HOWEVER, NO SAFE BIKE ACCESS IS PROVIDED (AS IT WOULD BE DANGEROUS FOR A BICYCLIST TO ATTEMPT TO BIKE ON THE RAISED SIDEWALK RISKING A DEADLY FALL INTO TRAFFIC SO SAFE BIKE / PED FACILITIES WILL BE ADDED ON THE EASTERN SIDE OF THE BRIDGE BY REDUCING LANE WIDTH OVER BRIDGE AND APPROPRIATE SIGNAGE.

but sidewalk has yet to be constructed to the north and south to connect developed areas THUS ADDITIONAL BIKE/PED FACILITIES WILL BE ADDED.

With more development anticipated adjacent to Waltonville Road, more pedestrian AND BIKE trips would be anticipated supporting proper access. THUS ADDITIONAL BIKE/PED FACILITIES WILL BE ADDED.

Another issue for pedestrians are the crosswalks THROUGHOUT THE TOWNSHIP AND across Hersheypark Drive during events at Hersheypark Stadium and Star Pavilion. Currently, a significant amount of event traffic parks on the north side of Hersheypark Drive in the old airfield on either side of Hotel Road and walk across the road to enter the park. Derry Township Police Department stops traffic at the intersection of Hersheypark Drive and Hotel Road / Park Exit completely to make the crossing safer. Vehicular traffic may be stopped for up to 45 minutes to allow pedestrians to cross. At the time of this study Hersheypark is working with the engineering firm HDR to evaluate possible improvements AND UNDERSTANDS THAT HERSHEY PARK WILL NEED TO PAY FOR THE IMPROVEMENTS.

While this is fairly typical, leading pedestrian intervals should be evaluated AND USED WHENEVER POSSIBLE as signal timings are updated throughout the study area, particularly in high pedestrian areas (E.G. RESIDENTIAL AREAS, WITHIN ONE MILE OF SCHOOLS, AND DOWNTOWN). IN ADDITION, TRAFFIC CIRCLES AND TRAVEL LANE NARROWING (WITH PED BUMP OUTS AND POSSIBLE PED SAFETY MEDIANS OR OASIS - ESPECIALLY FOR MULTI-LANE INTERSECTIONS IN RESIDENTIAL OR DOWNTOWN - SEE COCOA & CHOCOLATE - OR AREAS NEAR SCHOOLS - COCOA & GOVERNOR ) TO REDUCE MOTORIZED-VEHICLE SPEED WITHOUT SACRIFICING MOTORIZED VEHICLE FLOW.

A leading pedestrian interval starts the walk interval before the vehicular traffic so a pedestrian has time to get into the intersection before the vehicle, making the movement safer, but will negatively impact intersection capacity as the clearance times for vehicular movements would be extended HOWEVER, THE SAFETY OF OUR MOST VONERBLE USERS IS OUR HIGHEST PRIORITY IN DOWNTOWN , RESIDENTIAL AREAS AND AREAS NEAR SCHOOLS. THUS, DRIVER DELAY IS ACCEPTABLE.

Younger generations are typically more enthusiastic about public transportation and would more likely take advantage of options if present. THUS, WE NEED TO CREATE MORE PUBLIC TRANSIT OPTIONS TO ATTRACT AND RETAIN THE GROWING, MORE-DIVERSE AND WELL-

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EDUCATED WORKFORCE THE TOWNSHIP AND ESPECIALLY THE MED CENTER WILL NEED.

As the region continues to grow and demographics change, IT WILL BE IMPERATIVE TO ADD NEW AND EMERGING MASS TRANSIT TECHNOLOGIES TO REMAIN ECONOMICALLY VIABLE. PLEASE DELETE THIS - public opinion should be monitored to determine if additional mass transit would be successfully utilized by the public.

Considering the land uses and demographics in the Greater Hershey region, improved public transportation options should be PLANNED, IMPLEMENTED AND CONTINUALLY evaluated AS FUTURE TECHNOLOGIES AND WORK TRENDS WILL CHANGE.

Due to the evolving landscape of transit service and demands, THE TOWNSHIP AND STAKEHOLDERS SHOULD WORK CLOSELY WITH transit agencies TO BETTER FORECAST AND monitor THE GROWING PUBLIC TRANSIT needs in the Greater Hershey region on an ongoing basis and identify opportunities for improvement. IN ADDITION, STAKEHOLDERS SHOULD USE STRATEGIC OPPORTUNITIES TO FUND TRANSIT OPTIONS, AS THE MED CENTER DID WITH THE REGIONAL BIKE SHARE AND HP DID WITH THE CAT BUS (WRAPPED WITH HP ADVERTISEMENTS)

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From: jrsmgould@verizon.net <jrsmgould@verizon.net>  
Sent: Tuesday, July 28, 2020 7:47 PM  
To: Christopher Christman <cchristman@derrytownship.org>  
Subject: HRG Special Meeting - Traffic Study

I listened to report but was unable to get "my hand raised"

As President of Cocoa Townes Homeowners Assoc we have several comments and questions. We will send a written paper to HRG by 8-7-20 but the most important comment has to do with your Core study goals – This impacts the entire Township, NOT just the Village – we also pay the taxes. The traffic issue impacts Middletown Road, Briarcrest, Glen Acres, the South Hills, Cocoa Townes and everyone South of Route 322. I believe your "core study goal" which is to focus on the "Village" is unfair – it should involve the entire township! You need to rewrite and expand the 20 year study/plan for the entire Township.

Your goal to "preserve the safety of pedestrians around school campuses" seems to be forgotten or ignored when you suggest a 5 lane expansion of Governor Road past Township of Derry recreation facilities, high school, and athletic fields. You should consider also making Route 322 a business route, same as suggested for Route 422 – and re=route ALL commercial, event and pass through traffic onto Hersheypark Drive. The Medical Center traffic problem is a separate issue and a 5 lane expansion of Governor Road will not solve that issue. Straighten Hope Drive will help the jam at Cherry & Sand Hill; a five lane "highway" to Homestead will just create another bottleneck and greatly increase the problems at Hockersville, Elm, Glen, Cocoa and Homestead intersections.

James R, Gould, President  
Cocoa Townes HOA



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From: Deborah Lynch <lynchlines@gmail.com>  
 Sent: Wednesday, July 29, 2020 11:36 AM  
 To: Chris Abruzzo <ChrisAbruzzo@derrytownship.org>; Natalie Nutt <natalienutt@derrytownship.org>; Susan Cort <susancort@derrytownship.org>; Carter Wyckoff <carterwyckoff@derrytownship.org>; Rick Zmuda <rickzmuda@derrytownship.org>; Christopher Christman <cchristman@derrytownship.org>  
 Subject: Governor Road study

Dear township leaders,

As a resident of Linden Road in Hershey, I am writing to ask you to remove the Governor Road 5-Lane Expressway project from the Greater Hershey Regional Transportation Study. This plan would bring unwanted traffic, noise, and congestion to our neighborhood, and the potential for future development along that stretch that would end up in the backyards of our neighborhood.

Additionally, I don't see the wisdom in widening a less than one-mile stretch of the road only to have it back up into two lanes again. It seems like it would only worsen traffic issues while ruining that small stretch of our town.

Please, please consider removing this from the study before Aug. 7.

Thank you for your consideration.

Deborah Lynch  
 704 Linden Road  
 Hershey, PA 17033  
 717-580-5742

**From:** John BN Dunn <jbndunn@comcast.net>  
**Sent:** Wednesday, July 29, 2020 1:02:10 PM  
**To:** Chris Abruzzo <ChrisAbruzzo@derrytownship.org>; Christopher Christman <cchristman@derrytownship.org>; Susan Cort <susancort@derrytownship.org>; Carter Wyckoff <carterwyckoff@derrytownship.org>; Rick Zmuda <rickzmuda@derrytownship.org>; Natalie Nutt <natalienutt@derrytownship.org>  
**Cc:** [2sandyballard@gmail.com](mailto:2sandyballard@gmail.com) <2sandyballard@gmail.com>; Edwards Lynne <lynneedwards1@aol.com>; Ballard Steve <steveballard650@verizon.net>; Buchan Mary Lou <mbuchan0106@gmail.com>; Buchan Ed <ebuchan5050@gmail.com>; Black Jon <huskies\_70@yahoo.com>; Fasnacht Neil <budboy33@aol.com>; lou.verdelli <lou.verdelli@rbccm.com>; Lynch Debbie <lynchlines@gmail.com>; Quirk Julie & Brian <jequirk@aol.com>; Mihalik Joe <jsmihalik@gmail.com>; Argento Dom <domenick.argento@merck.com>; Argento Kristin <dkargento@aol.com>; Hetrick Harold <hhetrick643@comcast.net>; Manari Janice <jmanarihershey@gmail.com>; Dunn Mihalik Christina <cdmihalik@comcast.net>; Manari Jim <jmanari@comcast.net>; Zmuda Rick <ZED58@msn.com>  
**Subject:** REMOVE THE GOVERNOR ROAD EXPANSION FROM THE TRAFFIC STUDY

For the primary reasons listed below, we want the Township Supervisors to remove the Governor Road Widening Expansion segment from the Study as it destroys the quality of living and innocence of the southern neighborhood. At the end of the day, it does not solve anything other than push the traffic down the road.



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**Primary Reasons In Removing the Governor Road Segment From  
The Greater Hershey Regional Transportation Study**

- The widening depreciates the quality of living and assessed real estate value of 43 properties along Governor Road, valued at \$5.7 million. Also, challenges the value of the adjoining properties that butting up to the 43 properties directly affected.
  - The 0.9-mile widening has no purpose or solves anything as it literally dead ends into a two-lane highway at the Public School. This effort just moves the traffic congestion down the road.
  - The widening makes it extremely pedestrian unfriendly and dangerous as it severs natural community flow of the overall neighborhood.
  - The widening makes North/South traffic traversing far more dangerous and difficult to negotiate increasing the risk of traffic incidences.
  - The widening promotes higher vehicle speeds and increased traffic incidences and reduced pedestrian safety.
- 

**From:** JIM MANARI <jmanari@comcast.net>

**Sent:** Wednesday, July 29, 2020 7:57:26 PM

**To:** Chris Abruzzo <ChrisAbruzzo@derrytownship.org>; Natalie Nutt <natalienutt@derrytownship.org>; Susan Cort <susancort@derrytownship.org>; Carter Wyckoff <carterwyckoff@derrytownship.org>; Rick Zmuda <rickzmuda@derrytownship.org>; Christopher Christman <cchristman@derrytownship.org>

**Subject:** Governor Road Expansion

We have recently learned of the Greater Hershey Regional Transportation Study and specifically the Governor Road Expansion project. For a number of reasons, we feel this proposed design should not be implemented and are asking you remove the Governor Road Expansion from the Traffic Study.

Five 12-foot lanes of traffic with two 5-foot shoulders is extremely dangerous in a residential area. Seventy feet of roadway to cross at unsignalized intersections will potentially cause many additional accidents in an area which already has many traffic safety concerns. Pedestrian crossing will be very dangerous. The very active community walking/ biking path crosses Governor at Cocoa Avenue with more and more children and families utilizing the path for school, the library and our recreation center.

Please also consider the future impact this decision will have on neighborhood families and quality of life. The widening of that section of roadway will require seizing of property by condemnation and Eminent Domain. Destroying a neighborhood and the surrounding residential area for no good reason. The traffic will only bottleneck somewhere else. The additional noise impact from this proposed traffic pattern will be substantial and will be detrimental to the health and welfare of neighborhood families and may not meet FHA regulations.

Please remove the five lane Governor Road Expansion project from the Study. Thank you.