

TOWNSHIP OF DERRY
BOARD OF SUPERVISORS MEETING MINUTES
NOVEMBER 24, 2020

CALL TO ORDER

In order to ensure public safety during the COVID-19 crisis, the November 24, 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 November 24, 2020 Regular Meeting of the Township of Derry Board of Supervisors to order at 7:05 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.

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
Patrick Armstrong, Township Solicitor
Chuck Emerick, Director of Community Development
Thomas Clark, Director of Public Works
Chief Garth Warner, Police Department
David Sassaman, Hershey Volunteer Fire Department
Matthew Mandia, Director of Parks and Recreation
Cheryl Lontz, Manager of Payroll and Employee Benefits
Laura O'Grady, Director of Hershey Public Library
Matt Bonanno HRG Engineer
Brian Blahusch, IT Manager
Julie Echterling, Recorder

VISITOR/PUBLIC COMMENTS:

Chairman Abruzzo noted that there will be a presentation on the Greater Hershey Regional Transportation Study and encouraged residents to listen first and wait to comment until the second public comment time slot. Supervisor Cort noted it is a study and no vote would be taken.

Mrs. Sandy Ballard, 650 Cocoa Ave., thanked the Board members for serving during such an unexpected time. She spoke about the Transportation Study being discussed tonight and knows how these studies tend to take on a life of their own and become part of the permanent record. She hopes they prevent the expanding of Governor Road into five lanes as it falls on this Board. She stated she respects all the members of the Board and hopes they turn the study away and not accept it as written.

Mr. Rich Gamble, 39 Hockersville Road, stated he agrees with Mrs. Ballard. He spoke about the village feeling. Expanding roads would hurt residents and their properties. He thanked the Board for the budget and for helping residents. He asked when the Board will revisit the entertainment tax as other communities have a 5% tax on other parks. He believes they should kick in more money to help pay their share.

Mrs. Becky Willis, 730 Zermatt Drive, read from the PA constitution about the rights for people to have clean air. She spoke about Pennsylvania and Hershey having polluted air mostly because of traffic. She spoke about the effect traffic has on air quality. She spoke about the responsibility of the Township to be livable. She stated it is critical that any recommendation of the study include environment solutions.

TOWNSHIP OF DERRY
BOARD OF SUPERVISORS MEETING MINUTES
NOVEMBER 24, 2020

Mrs. Ann Searer, 2125 Carey Way, spoke about her environmental concerns with traffic and the impact it has. She noted the environment is not going away and spoke about CO2 emissions. She spoke about making a change with mass transportation and opportunities to reduce traffic. She spoke about federal funded projects coming down the road and the need for a group to be ready to help with these issues.

Mrs. Teresa Peschel stated the widening of Governor Road (322), which would change the character of the Township. She said to turn it into something like Route 30 between Lancaster and the Gap, would be a mess. She does not want to see it in the Township. She noted the Township is having a hard time maintaining the roads we have now, let alone widening roads and the budget impact.

Mrs. Kate Toczek, 349 Cedar Ave., spoke about the pandemic and the change in habits it has caused. She stated instead of expanding roads we need to change our habits and how we deal with traffic. She noted it won't be easy to change our ways, but it would help with greenhouse emissions and improve the health of our community.

Mrs. Carol Gisselquist submitted her comments via email on Tuesday, November 24, 2020 4:44 PM

To: Christopher Christman Cc: Carol Gisselquist ; Chris Abruzzo Subject: BOS - transportation study

Dear Board of Supervisors: I have three points regarding the revised Greater Hershey Regional Transportation Study to be presented at tonight's BOS meeting:

I have not seen the revised draft of the Greater Hershey Regional Transportation Study prepared by HRG to address the comments from the public on the draft study made public earlier this year, so I ask that the BOS provide public comment period or community input before any of the final study's sections are implemented. That is so that we can address and correct any outstanding problems and be informed what the cost would be to taxpaying citizens.

In addition to any plans HRG may now have included in the revised final study to incorporate public transportation options within the township, I ask the BOS to create a task force of Derry Township residents to research and advise the BOS on how to build public transportation systems within and around the township for the effective and efficient ongoing movement of all forms of traffic. The task force should work closely with the committee on climate change.

If the revised study still includes a plan to widen Governor Road to five lanes between Fishburn and Cocoa, I ask the BOS to remove that portion before accepting the study as 'final'. However, if the BOS accepts the revised study as 'final' and it still includes the plan to widen Governor Road between Fishburn and Cocoa to five lanes, I ask for BOS assurance that homeowners along that stretch of road will be forewarned at least a year in advance of implementation of that portion of the plan, including an explanation of the options for compensation for property lost. The losses for some could be huge, including complete loss of their home. Thank you in advance for your consideration of my comments.

Sincerely, Carol Gisselquist
Carol M. D. Gisselquist 29 West Governor Road Hershey, PA 17033
717.533.2364

CONSENT CALENDAR:

Vice Chairwoman Nutt made a motion to adopt and approve the following items on the Consent Calendar:

1. Adoption of the November 10, 2020 Board of Supervisors Public Meeting Minutes
2. Adoption of the November 17, 2020 Board of Supervisors Budget Meeting Minutes
3. Authorizes the release of \$6,752.89 from the performance security provided in the form of Link Bank Letter of Credit No. 696883 for the Preliminary/Final Subdivision Plan for Woodland Hills, Plat 1203, resulting in a new balance of \$80,258.24.
4. Approval of Accounts Payable of \$492,487.42 and Payroll of \$290,478.78.

Supervisor Zmuda seconded the motion. **Motion carried 5-0.**

TOWNSHIP OF DERRY
BOARD OF SUPERVISORS MEETING MINUTES
NOVEMBER 24, 2020

OLD BUSINESS:

GREATER HERSHEY REGIONAL TRANSPORTATION STUDY:

Mr. Emerick stated on July 28, 2020 Mr. Eric Stump, HRG, presented the details of the draft study to the Board and the general public, seeking Board and public input. The public comment period was open until September 8, 2020. HRG received over 15 comments at the public meeting and over 115 emailed comments. Among the comments were 40 unique comments about Governor Road widening, 23 comments related to the Indian Run connector, 12 comments regarding widening Middletown Road and 6 comments related to the Gramercy Road connector. He stated Mr. Stump and Mr. Brian Emberg have a presentation to highlight the modification to the report since the first draft.

Mr. Stump stated the purpose tonight was to speak about the report and the changes from the public comments. He provided the background of the study being funded by the PennDOT Connects Grant with matching funds from the Township. He spoke about the Study Committee with Staff, Planning agencies, PennDOT and HRG. He noted this study is a tool for planning and is not a set of recommendations or projects. He showed a slide that illustrates the PennDOT design manual with project delivery process of a study being done to final construction which requires many steps. Mr. Brian Emberg noted that some of these processes from study to construction can take up to 10 years once accepted.

He noted the study was done in limited scope by identifying future development and future traffic and future development needed for that traffic. He stated there are many unknown changes to planning tools which he explained the following limitations:

- 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 and are unknown at this time.
- Long-term impacts of COVID-19 including working from home.

He noted that the study focused on the “supply side” strategies and not the demand side strategies. He noted supply side looks at capacity and adding improvements to roads. While the demand side looks at the working from home options, flex/shift time scheduling, off-site parking, improved or localized transit and Navigation Application collaboration.

He stated they received 130 comments. These comments were about the following items in the study:

- 1) Corridor widening (especially Rt 322 and Middletown Road)
- 2) Potential Brownstone building relocation
- 3) Gramercy connection between Middletown Road and Waltonville Road
- 4) Indian Run connection to Gramercy Connection
- 5) Lingle Avenue and impact within Lebanon County
- 6) Additional bike/pedestrian linkages and treatments-protected bike lanes, bike boxes and additional connectivity.
- 7) Concerns outside the scope of the study including environmental and community impacts
- 8) Demand side strategy consideration including transit enhancements and satellite parking/shuttle service.

Based on the comments the following things changed in the study:

TOWNSHIP OF DERRY
BOARD OF SUPERVISORS MEETING MINUTES
NOVEMBER 24, 2020

- 1) Clarification of the study’s purpose and limitations – including supply side and demand side strategies. The study is one of several planning tools and aren’t specific recommendations. Identified the need for further coordination with neighboring municipalities and regional stakeholders.
- 2) Removed the vehicular connection from Grammercy connector into the Indian Run Development
- 3) Reduced the potential mitigation along Route 322 from five lanes to four lanes with the consideration to a possible center left turn lane.
- 4) Revised references to potential brownstone building location
- 5) Incorporated additional bicycle treatments
- 6) Incorporated a southbound left turn lane along Middletown Road at the Route 322 Eastbound Off-Ramp/Service Road intersection
- 7) Additional bike and pedestrian connections and enhancements

He noted the following items have not changed:

- 1) Includes through lane widening along Rt 322 and Middletown
- 2) Includes Grammercy connector road
- 3) Separate efforts to further evaluate “Demand side” strategies
- 4) Monitor future traffic conditions and further evaluate improvements and impacts for
 - a. Demand side strategies
 - b. Long-term effects of COVID-19
 - c. Mobile navigation applications
 - d. Autonomous vehicles
 - e. I-81 to PA Turnpike connection – (East of Hershey)
 - f. Environmental impacts
 - g. Private property impacts
 - h. Transit enhancement
 - i. Significant variation from future land use assumption

He noted that the report was done in a vacuum and was based on traffic. Much more consideration and work is needed before blindly implementing the study results. He noted they updated the study, made modifications and the final report will be posted on HRG’s, Tri-County and the Township’s website.

Chairman Abruzzo asked about the posting of the study and if there is a regulatory requirement. He expressed concern about the report being posted and the Board may not accept the report. Mr. Emerick stated the prior Board approved the study and it was funded, which has an expectation of a report being published. He noted it is a study tool and help plan for future development. He spoke about the Middletown Road study and how it helped change the zoning for future development. Chairman Abruzzo asked if the ideas in the report could be “potential improvements” instead of “recommendations”. Mr. Stump stated they are not recommendations.

Vice Chairwoman Nutt thanked HRG Engineers and Mr. Emerick for their work on the study and the public for their input. She spoke about the positive changes made to the study with trails and pedestrian changes. She noted she is against the proposed changes to Grammercy as it will increase traffic which would take away the beauty of the area. She believes the focus should be on improving Wood Road. She believes it is important to protect the small town feeling and she is not okay with the suggested access roads through farmlands to allow increased faster traffic through those areas. She asked Mr. Emerick to discuss the steps from this study and construction, including approvals, so residents are not blindsided. Mr. Emerick noted for the Grammercy project – it would need to be developed, which has been up for sale for years. If the 52 acres are developed, we know where the main entrance would be on Middletown

TOWNSHIP OF DERRY
BOARD OF SUPERVISORS MEETING MINUTES
NOVEMBER 24, 2020

Road. For this to occur, there would need to be a zoning change and someone to develop the connector roads. In addition, there would be time for public comment. He spoke about the Hershey West Project that would include roundabouts and could act as a connector road and provide relief for Middletown Road. She asked Mr. Emerick to confirm the report is not a final deal. He confirmed it is not a done deal.

Mr. Emerick and Mr. Stump noted that the emails received from the public, Board comments from the prior meeting and this meeting will be included in the final report. Mr. Emerick noted each of the Supervisors could submit their comments into the Appendix. Solicitor Armstrong noted the previous Board comments and tonight's meeting will be attached to the report. He stated if any of the items in the study would come before the Board to recommend going forward.

Supervisor Wyckoff asked about the funding and what are the expectations of the study. Mr. Stumpf stated this started with the Park Boulevard expansion, HMC expansion, Hershey West Development, and the Downtown Development and looking at the impact of this development. They went to Tri-County planning which suggested PennDOT Funding with matching funds. PennDOT was part of the committee. Mr. Emberg noted that since it was funded by PennDOT there is an expectation of a deliverable, which is the final report, for the grant money.

Supervisor Wyckoff noted there were no residents, HOAs or small businesses as stakeholders in the study. Mr. Stumpf stated the Steering Committee was the local Townships of Derry, Hummelstown, and Londonderry along with Tri-County regional and PennDOT. The stakeholder group included the larger entities with potential development of HE&R and HMC to help project the developments. Once they had the potential development it helped them generate numbers as to the increased traffic and lanes of traffic needed to accommodate that traffic.

Chairman Abruzzo believes the scope of the report was incomplete as the demand side wasn't reviewed. He keeps saying, and has said, that there is a connection between the enormous growth at PSHMC and the increased traffic on the roads. He cannot justify spending residents tax dollars or taking residents property through eminent domain to widen roads with no effort from the entity to decrease traffic. He spoke about the environmental concerns. He does not understand why they would move forward on anything without HMC doing something to reduce traffic and reviewing the demand side. He believes that HRG delivered on what they were asked. He is dissatisfied with the results of the study because they did not look at the demand side. This has been going on for more than a decade with HMC expanding and the increased traffic. Nothing has been done on their part to reduce the traffic. He will sign off on a letter to be included in the final report with his comments and it will be on the website.

Supervisor Cort thanked everyone who worked on the study. She stated the things they do not like in the study should be a cautionary tale so we never have to get to this point again. She spoke about HMC being a good partner and have worked with ways to mitigate traffic. She stated they should work with HMC and on mitigating traffic. She agrees their comments should be included in the final report.

Supervisor Zmuda stated they have reached out numerous times to HE&R and HMC and they have been relatively cooperative. There are times they have not been but have been in the long run and believe we need to continue working with them. Supervisor Wyckoff spoke about the public comments received and requested the public to keep commenting and keep engaged in the process. Chairman Abruzzo stated there is no action required and thanked HRG for their time and work. Mr. Emerick noted the study would be published on the website once they receive the Board's letters on the study.

TOWNSHIP OF DERRY
BOARD OF SUPERVISORS MEETING MINUTES
NOVEMBER 24, 2020

****The Board's comments were formalized and are attached to these notes on pages 10-14.*

NEW BUSINESS:

OCTOBER MONTH END FY2020 BUDGET:

Mr. Christman highlighted the current financial situation for the Township through October 2020. He briefly went over the COVID dates and the funds with the budget. He stated \$2.3 million is budgeted in revenue for amusement and parking taxes and to date they have received \$447,474. In addition, the Pilot Payments for the Giant Center will not be paid for 2020 or 2021. This will create an additional shortfall of \$230,000. He noted real estate transfer tax increased and is above the budgeted 2020 amount, while real estate and other taxes are lower. He did receive the Pilot payment for HMC in November. He noted the combined revenue losses could create a shortfall in the budget.

He stated with an anticipated shortfall they have been and will continue to take the following actions:

- Close revenue gaps with targeted cuts across the budget
- Immediate deferral of all non-essential capital projects
- Evaluate Debt Service Restructuring to take advantage of the current low interest rate market
- Any current vacancies, beyond those needed for essential services, are being frozen for the remainder of the fiscal year.
- Continue Furloughing FT/PT Employees in non-essential roles to reduce personnel costs.
- Reduce PT Employee hours for all Township services.
- Eliminate Non-Essential Contracts & Evaluate Restructuring Contracts
- The overall Township workforce will be 27% less by the end of 2020.
- Collective Bargaining Agreements will be renegotiated in FY2021.
- Refocus on building reserve funds
- Total projected savings is \$1,895,817.

Chairman Abruzzo thanked him and Staff for the 2021 budget and for all the hard decisions made this year.

RESOLUTION 2020-31 ESTABLISH BOS MEETINGS AND BUDGET HEARING FOR 2021:

Supervisor Zmuda made a motion to adopt Resolution 2020-31 establishing the Board of Supervisors' meeting dates for the year 2021. Supervisor Cort seconded the motion. **Motion carried 5-0.**

JONATHAN ESHENOUR FOUNDATION PRESENTATION:

Mr. Mandia provided the history of the Foundation. He stated in July 1997, 12-year old Jonathan Eshenour passed away from injuries he sustained in a bicycle accident. He was wearing a helmet and was obeying the rules of the road. His family decided to donate his organs so that four other individuals could receive a second chance at life. After the accident, the family approached the Township about establishing an annual event in memory of their son that would raise money for constructing and maintaining an expansive trail system. The partnership between the Township and the Foundation continued with the annual "Bike it Hike it For Jon" for 10 years. This helped establish over nine additional miles of trail throughout the Township.

He stated the Foundation is interested in contributing the remaining funds from the Foundation to the Township. There would be five conditions for the money:

- 1) The funds will be designated to be used towards a project by a public vote of the Township of Derry Board of Supervisors and shall be restricted to be used for work related to constructing and/or maintaining the Jonathan Eshenour Trail.

TOWNSHIP OF DERRY
BOARD OF SUPERVISORS MEETING MINUTES
NOVEMBER 24, 2020

- 2) That if the Township accepts the funds, the Township will agree to restrict any current or future Board of Supervisors from changing how, and for what purpose, these funds can be expended.
- 3) The funds will be placed in a separate interest-bearing account that can be tracked within the budget of the Township and will never be “rolled over” into the General Operating Fund and absorbed.
- 4) That a general accounting of the funds will be provided to the Eshenour Foundation.
- 5) When the funds are completely depleted, a letter shall be supplied to the Eshenour Foundation notifying the Foundation that the funds have been expended.

He stated if the Board is agreeable to accepting the funds from the Foundation, then we will work out the details of the restrictions being placed on the funds and the obligations of the Township and document them in a format for formal action in December.

Mrs. Cheryl Eshenour spoke to the Board about living with her family in the Township for 40 years. She discussed the day of the accident and the decision the family made to donate Jonathan’s organs. She spoke about the amazing support she received from the community after the accident. She spoke about the process of setting up the 501c Foundation and having their first fundraiser. To date, the Foundation has contributed \$224,000 toward the trail. In 2008, she lost her husband and stopped the “Bike it Hike it For Jon” fundraiser. She spoke about turning over the remaining \$103,000 to the Township and why there are requirements for the money for the trails. Mr. Mandia thanked her for speaking to the Board. Chairman Abruzzo thanked her for talking to them tonight. He expressed his gratitude for all she has done and the impact the trails have on the community. She thanked Mr. Mandia and spoke about his grace and how he never wavered helping them with the fundraiser and trails.

RESOLUTION 2020-35-EXTENSION OF FLEXIBLE BUSINESS SUPPORT PROGRAM:

Mr. Emerick stated at the Board of Supervisors’ meeting in June 2020, the Board adopted Resolution No. 2020-15 which instituted strategic measures in support of the Township’s business community to operate safely and in a manner designed to prevent a resurgence of the virus while respecting and following the Commonwealth’s restrictions. He spoke about the extensions and how an additional extension is needed if the Board wishes to extend it. With the present rise in COVID-19 cases, it is likely that the Governor will extend the State Disaster Declaration.

Supervisor Zmuda made a motion to adopt Resolution 2020-35 extending the term of Resolution No. 2020-15 enabling the Derry Township COVID-19 Recovery Flexible Business Support Program and guidelines to remain effective for an additional 60 days, or until such time as the Township repeals Resolution No. 2020-15. Vice Chairwoman Nutt seconded the motion. **Motion carried 5-0.**

MHS CTE CARPENTRY/WELDING BUILDING, PLAT 1326-EXTENDED:

Mr. Emerick discussed the time request for the Milton Hershey School CTE Carpentry/Welding Building, Plat 1326. The construction would be for a 9,000 square foot building to be used for training. The contractor bids exceeded the project budget so they are asking for an extension. The extension proposes no changes to the previously approved plan or waivers. He went over the conditions that should be included in the approval of a time request.

Chairman Abruzzo made a motion to approve the Preliminary/Final Land Development Plan for Milton Hershey School CTE Carpentry/Welding Building, Plat 1326, be extended to May 20, 2021, subject to compliance of:

TOWNSHIP OF DERRY
BOARD OF SUPERVISORS MEETING MINUTES
NOVEMBER 24, 2020

1. A financial security is provided to guarantee the completion of required improvements, and the accompanying Development and Financial Security Agreement is signed no later than May 20, 2021.
2. A detail for the bicycle parking rack consistent with Zoning Ordinance Appendix G is provided on the plans no later than May 20, 2021.
3. The comments in the May 19, 2020 HRG letter (attached to this agenda item) are addressed no later than May 20, 2021.
4. The two originals of the signed and notarized Agreement for Deferment of Curbing Installation and Sidewalk, Walkway, and/or Bicycle Path Installation are provided no later than May 20, 2021.
5. A CD of a DXF or AutoCAD digital file of the final plan is provided no later than May 20, 2021.
6. The Agreement for Deferment of Curbing Installation and Sidewalk, Walkway, and/or Bicycle Path Installation is recorded concurrently with the plan.

Supervisor Cort seconded the motion. **Motion carried 5-0.**

FINANCIAL SECURITY-285 DUNHAM DRIVE-S-2020-021:

Supervisor Cort made a motion to accept financial security in the amount of \$23,710.00, in the form of Link Bank Letter of Credit No. 742769 and enters into the Agreement to Provide Financial Security with Krupal Desai for the Stormwater Management Site Plan for 285 Dunham Drive, S-2020-021. Vice Chairwoman Nutt seconded the motion. **Motion carried 5-0.**

CORRESPONDENCE BOARD/COMMITTEE INFORMATION:

Supervisor Zmuda attended the Transportation meeting this morning. Supervisor Cort spoke about the downtown Christmas activities for December 5 and keeping everyone safe with modifications for COVID. Vice Chairwoman Nutt attended the Library Board meeting where they approved their 2021 budget and schedule. She attended the Tax Board meeting and they approved the 2021 budget. She attended a meeting with Mr. Christman and Chairman Abruzzo with the School District. They discussed the impact on the Pilot payments. They also discussed the Granada Gym debt with the money owed for the School Resource Officer and the Solicitors are working on an agreement. Supervisor Wyckoff attended the DTMA meeting and updates on their projects were provided. He noted there would be no increase in fees for 2021.

REPORTS:

<u>Fire</u>	Mr. Sassaman stated they are having their Thanksgiving dinner this year as a drive-through to go from 11 a.m.-2 p.m. They will be escorting Santa through the Township this year. Their Capital Campaign kicked off and they thank all those who donated.
<u>Engineer</u>	Mr. Bonanno stated he attended a meeting with Hummelstown and the Lower Dauphin School District to discuss their stormwater concerns with the Hershey West End project.
<u>Recreation</u>	Mr. Mandia provided an update with a presentation on the Community Center. He shared pictures of the floorplan, pictures of the leveling and foundations, pictures of the stormwater and the pouring of the outdoor pool. He plans to provide updates like this to the Board every 4 weeks. He explained why the pool would not be available next summer because the piping into the Center will not be completed in time. They are on track to open for the summer of 2022.
<u>Community Development</u>	Mr. Emerick stated he is continuing to look into the concerns residents have to the Hummelstown Gun Club.

TOWNSHIP OF DERRY
BOARD OF SUPERVISORS MEETING MINUTES
NOVEMBER 24, 2020

VISITOR/PUBLIC COMMENTS:

Mrs. Kathryn Byrnes, 20 West Governor Road, appreciates the Board being sensitive to residents' concerns. She noted that the change in the study for Governor Road from five lanes to four lanes does not give her much comfort. She likes that the Board members comments will be included in the final report. She proposed a task force, that she is willing to serve on, that includes residents in studies and plans like those presented tonight. She spoke about quality of life issues and the environmental concerns of residents. She also spoke about receiving legislative assurance that the residents would be involved in the planning in the future. She believes when a project is set to be planned out the residents should have a year notification to be able to comment and participate.

Mr. Kevin Ferguson, 1338 Quail Hallow Road, spoke about how hard it is to hear the presentation without being able to see the adjusted maps. He appreciates the Board comments on Waltonville and Middletown Roads. He agreed that it is problematic that the study did not include residents or small businesses input. He can tell the Hershey Trust and PSHMC were involved with the study since the study wants to re-route traffic from downtown with small business to 422 where the HE&R businesses are located. In addition he spoke about traffic going to two lanes at Homestead near the Trust property and being five lanes near the residential area of Governor. If the report is for the greater good, than going from five lanes to two lanes does not make sense.

ADJOURNMENT:

Supervisor Cort made a motion to adjourn the meeting at 9:45 p.m. Supervisor Zmuda seconded the motion. **Motion carried 5-0.**

SUBMITTED BY:

Carter E. Wyckoff
Township Secretary

TOWNSHIP OF DERRY
BOARD OF SUPERVISORS MEETING MINUTES
NOVEMBER 24, 2020

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Administration
Community Development
Parks and Recreation
Police
Public Works
Hershey Public Library

December 1, 2020

The following statement shall be included in the public comment section of the Greater Hershey Transportation Study (GHTS) published in December 2020 and will be included as an attachment to the official township minutes for the board of supervisor's meeting held on November 24, 2020:

Since the first draft of the Greater Hershey Transportation Study was shared with the full board of supervisors in August 2020, board members and residents have raised significant concerns about the recommended solutions contained in the study. We do not question the locations studied in the analysis, but we do object to the solutions set forth in the study as "recommendations", rather than "options" or "actions for consideration". As an example, we specifically challenge the recommendations to widen Rt. 322 (Governor Rd.) and Middletown Rd. Widening those roads at the designated locations would only serve to create bottlenecks of traffic further down these roads. Without meaningful attempts to reduce the day to day traffic on these roads thru the use of recognized demand-side traffic reduction strategies, these recommendations would be costly, provide only short term relief and do nothing to address the environmental and public health impacts associated with traffic congestion. These solutions might be options for consideration, but without further demand side analysis, they should not be considered recommendations.

We believe the use of the word "recommendation" elevates this study into the realm of a "plan". This is unacceptable to board members because we do not believe this plan reflects the will of the community to retain our small town charm, as expressed over many years and thru our most recent process to update the township's Comprehensive Plan. It is our responsibility to protect and carefully manage our downtown, our green space, our open space, and our neighborhoods (including the Governor and Middletown road corridors). Traffic mitigation measures which threaten the vision for our community need to be vetted very carefully and with significant public input.

We support smart and sustainable growth. We understand that smart growth will require some of the traffic mitigation efforts identified in this plan. We do not, however, support the widening of roads through our neighborhoods or creating new access roads through farmland merely so motorists can speed through Derry Township.

We are concerned that future boards might use this study to defend the implementation of traffic mitigation measures that would change the small-town charm our residents' desire. We

TOWNSHIP OF DERRY
BOARD OF SUPERVISORS MEETING MINUTES
NOVEMBER 24, 2020

acknowledge that none of the recommendations contained in this study could be pursued without considerable and additional public hearings, permitting, and funding. However, it is important that we make our concerns about this study very public and very clear.

We cannot accept the study's proposed solutions as recommendations without first having identified the causes of the increased traffic and exploring possible traffic reduction solutions. Although not required for every recommended solution, the larger proposed projects would benefit from a more in-depth demand-side analysis. Such an analysis would give the board and the community a clearer picture of the challenges and the appropriate solutions. It is regrettable that the scope of this project did not require such an analysis. We do not fault the engineering firm for our disappointment in this study. They have professionally fulfilled their obligations to the township in this matter.

Our concerns expressed in this statement are supported by the many residents who offered public comment during this process and whose comments are included in the study. We are grateful for their efforts to inform the board of their concerns.

Respectfully submitted,

E. Christopher Abruzzo, Chairman

Natalie Nutt, Vice Chairman

Carter Wyckoff, Treasurer

TOWNSHIP OF DERRY
BOARD OF SUPERVISORS MEETING MINUTES
NOVEMBER 24, 2020

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December 01, 2020

Please include the following statement in the addendum of the final Greater Hershey Regional Transportation Study.

The Greater Hershey Regional Transportation Study (GHRTS) is a high-level, long-range planning study and as such, none of the suggested projects contained in the study could ever move forward in the future without further analysis, engineering, design, and permitting.

The GHRTS is designed to help Derry Township and the major stakeholders that most impact traffic to make plans now to improve traffic and avoid needing to make some of the suggestions made in the study. The study should help stakeholders look at transportation holistically and make demand-side improvements in the short-term that can help avoid long-term supply side strategies. In other words, what can businesses do together to improve mass transportation, increase work-from-home options, and seek out off-site parking/shuttle options to reduce the need for drastic road changes that would alter the character of our Township?

It is only through advance planning by all stakeholders, and continued involvement of the public, that we can address traffic issues in the Township and make plans to avoid unwanted road widening and additional roads, as an example.

The suggestions in this plan should be viewed as options and not as recommendations. Many of the options outlined in this study are not solutions any of us would ever want to see in our community. Thanks to our very involved community members, approximately 130 comments from the public helped shape the final draft of this report. It is my hope that the options outlined in this study will help the Township and businesses identify trouble spots and work to find solutions in an organized, coordinated, systematic way.

The Hershey area will continue to experience growth and development in the coming years that will clearly impact our transportation infrastructure. It is my hope that the GHRTS serves as a wake-up call that all area businesses (in particular our major employers - The Hershey Company, Penn State Health, and Hershey Entertainment & Resorts) work within their organizations and together with the Township to identify solutions to facilitate better traffic flow, reduce traffic when possible, and help maintain the small-town feel that attracts people to live, work and play in our community.

Susan Cort

Derry Township Supervisor

2015-2021

TOWNSHIP OF DERRY
BOARD OF SUPERVISORS MEETING MINUTES
NOVEMBER 24, 2020

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Administration
Community Development
Parks and Recreation
Police
Public Works
Hershey Public Library

December 01, 2020

Dear Chairman Abruzzo:

Thanks for the opportunity to enjoin with the rest of the Supervisors in providing comment to the GHTS however, I must respectfully decline to do so. Let me first state that, as a member of the Steering Committee group that assembled this document, I am satisfied with the conclusions/ concepts enshrined in the GHTS that were made through rigorous statistical analysis of contemporary and historical traffic data in addition to a significant number of anecdotal comments made by the members of the committee...I feel that the goals of the committee were attained ("The study will identify necessary transportation improvements in the greater Hershey area to accommodate the projected long-range plans, with consideration to additional development anticipated based on historic development trends and existing zoning. The overall planning effort will help to facilitate the implementation of identified improvements in a coordinated, systematic manner."). I take issue with any party that may insinuate that there was anything pernicious in the assembly of the GHTS.

My preference for the future of our town is to retain a small-town feel and follow a "smart" construction philosophy. Derry Township continues to grow and prosper, for good or ill, we are a tourist town and the economic driver for the entire county that, in normal times, draws hundreds of thousands of visitors every year...we need a means of moving them through the community safely with overarching consideration to the health and safety of our populace by mitigating exhaust and noise pollution in addition to the traffic congestion we all complain about. I agree that finding additional ways to mitigate the issue of traffic is important and that HE&R along with the MSHMC and Trust should be major contributors to finding resolutions to the issues we will face in the coming years...pressure should be exerted on them to assist, not just verbally but financially as well.

In consideration to your proposed statement concerning "demand-side analysis", the concepts enshrined within the GHTS will require a specific course of events to even initiate a plan to proceed which would include a "demand-side analysis" I feel that the mention of this term in conjunction with your disagreement with the premise of the bulk of the report is somewhat of a "red-herring". The GHTS is a "concept" of what may be needed given a specific set of circumstances in a future that is distant(I could almost agree with you if we were looking at a static future, but as we've seen it is anything but)...since the GHTS is a concept for some future resolution of statistically analyzed traffic issues and the future being dynamic a demand-side

TOWNSHIP OF DERRY
BOARD OF SUPERVISORS MEETING MINUTES
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analysis would be one of a number of actions needed to not only initiate any of the projects withing this document but to assuage the township and its residents, as a whole, that the concept, now a plan, has been adequately vetted by all the parties involved and is needed to mitigate a certain specific predicament... at the time of its consideration and not at present.

As always, I respect the opinion you have proposed but disagree with certain points and tenor. Please include a copy of this email with your submission to the addenda of the GHTS.

Richard D. Zmuda
Derry Township Supervisor
600 Clearwater Rd.
Hershey, PA 17033