

**DOVER TOWNSHIP
BOARD OF SUPERVISORS
WORK SESSION MINUTES
November 13th, 2023**

The Dover Township Board of Supervisors Work Session for Monday, November 13th, 2023, was called to order at 6:00 PM by Chairperson Stephen Stefanowicz in the Dover Township Board of Supervisors meeting room. Supervisors present were Chuck Richards, Stephen Parthree, Robert Stone, and Michael Cashman. Other Township Representatives in attendance were Laurel Oswalt, Township Manager; Charlie Rausch, Township Solicitor; John McLucas, Planning Director; Michael Fleming, Public Works Director; Terry Myers, Township Engineer; David Lash, Northern Regional Police Chief, Gregg Anderson, Northern Regional Police Lieutenant; Mark Henise, Traffic Engineer, and Brooke Searce, Township Secretary. There were 12 members of the public present.

This meeting is being recorded for the purpose of minutes only.

BUTTER ROAD

S. Stefanowicz noted that during this meeting, all public comment will be held until the end of the meeting if there is time or there will be a public comment section at the beginning and end of regular 7:00 PM meeting.

Manager Oswalt stated that the understanding of the issue based on the information that has been provided from the public is that there is speeding on the road and noise relative to truck traffic. There was a question from some of the Board members asking the number of trucks that travel on Butter Road each day. The Township has also been told through a study, that the roadway geometry is not suited for trucks, specifically at the intersection of Butter Road and Bull Road and the curve located on Butter Road. What has transpired over the last few weeks was that Township Staff were asked to look into some more information. One of the things the Township was asked to obtain was detail from the Police Department on actual truck counts since their LPR unit does count vehicles. They were able to pull some information and indicated that there is an average of 32 trucks a day on Butter Road.

C. Richards questioned the time frame of how they came up with an average of 32 trucks per day.

D. Lash stated that the LPR was on Butter Road over the course of 9 days from October 9 through October 18. To clarify, the LPR read 32 tractor trailer trips per day.

Manager Oswalt stated that one of the Board members asked about traffic accidents and speeding complaints on Butter Road in comparison to other roads within the Township.

D. Lash stated that they conducted a 5-year review of crash data and a 10 year- year review of crash data for Butter Road. Searches of motor vehicle crashes that occurred between January 1, 2018 through October 24, 2023 showed a total of 8 crashes that occurred during that 5 year period. The last crash that happened was July 8, 2022. Information on crashes between the years 2013 and 2023 indicated that a total of 16 crashes happened in a 10 year-span. None of these

crashes involved tractor trailers and none of the crashes occurred on the curve of the 1200 block of Butter Road. Over the past three years, Northern Regional has conducted several speed studies on Butter Road, in October 2023 there was a 2.6% speeding problem, in January 2022 there was a 1% speeding problem, and June 2021 there was a 6% speeding problem. So far this year, they have conducted 121 stationary traffic enforcement checks on Butter Road. They have changed the location of their speed enforcement this year based on complaints from residents and the total number of citations has gone down. Based on that information provided they will be moving the LPR back to the original spot near the 1400 block of Butter Road. In 2023 they issued 31 citations, in 2022 they issued 68 citations, and in 2021 they issued 25 citations. As a comparison, they compared crashes throughout the Township on other roadways between the 5-year span of 2018 through 2023. Dover Township had a total of 1,869 crashes throughout the 5-year span and only 8 of those accidents occurred on Butter Road. During that period of time, Oakland Road had 38 crashes excluding the intersections of Oakland Road at Carlisle Road and Oakland Road at Emig Mill Road. On Fox Run Road, there was a total of 56 crashes excluding the intersections of Fox Run Road at Carlisle Road and Fox Run Road at East Canal Road. Oakland Road and Fox Run Road are two examples of roadways with higher crash and speeding data. The main cause of crashes on those two roadways is speeding. Other roadways that would have higher crash statistics than Butter Road would be Hilton Avenue, Emig Mill Road, Clearview Road, and Rohler's Church Road which are the areas in the Township that need attention. In the last 20 years, there has not been a reported vehicle crash on Butter Road involving a tractor trailer. Chief Lash is aware of discussion about limiting truck traffic on Butter Road and would caution against this until a true traffic route is established and numerous other intersections are improved. Intersections that need improvement prior to truck limitations on Butter Road would include the following: Bull Road at Butter Road, Bull Road at Canal Road, Fox Run Road at Butter Road, Fox Run Road at Canal Road, Canal Road at Main Street (Dover Borough), completion of the Intermediate Avenue extension, completion of the traffic signals/traffic circles at Harmony Grove Road and Carlisle, and completion of Raycom Road extension. Based on the data from the LDR that was placed on Butter Road over the course of 9 days it was determined that on average there are 32 tractor trailer trips per day, 796 cars per day for a total of 7,564 cars so on average 4% of the traffic on Butter Road on any given day is tractor trailer traffic.

S. Parthree questioned whether based on the data provided, was there a peak time when vehicles traveled that road more.

D. Lash stated that the peak times were between 6 AM- 10 AM and then again later in the day between 4 PM - 6 PM but tractor trailers do use that roadway 24/7.

C. Rausch questioned if the police have had communication with the businesses about trucks and speeding.

D. Lash stated that there has been communication with businesses. Anytime a complaint is received about trucks speeding they contact both primary companies.

S. Stefanowicz questioned if there is any data on which tractor trailers are primarily using Butter Road.

G. Anderson stated there is a constant tractor trailer with Maryland tags. He is unsure whether it is Pro Pallet or the neighboring trucking company because the reader only gets a shot of the license plate and the front grill. But other than that, it is usually Pennsylvania tags.

D. Lash noted that the tractor trailer with the Maryland tag could possibly be a FedEx or another carrier since Maryland tags are good in Pennsylvania.

C. Rausch questioned if the engine brakes are a concern since Butter Road is not a hilly area.

D. Lash stated that there is a hill coming out of the Borough into the Township. Normally the engine brakes do not make a lot of noise if they are properly tuned.

C. Rausch stated that he was unsure if no engine brake signs were allowed to be posted.

D. Lash stated that the grade is greater 4% on that hill and according to the State law, you cannot limit engine brakes if the grade of the hill is greater than 4%.

M. Cashman questioned if there was any data on seasonal trends.

D. Lash stated that they have not studied the trucks specifically, so the answer is no they do not have any seasonal trends.

C. Rausch questioned if the trucks run 24/7.

D. Lash stated that Pro Pallet does have trucks coming in and out of their facility at all hours of the day. Pro Pallet covers New York to Virginia.

C. Richards stated that he spoke with the Mayor of Dover Borough, and after discussion it was determined that the Borough does have issues with the tractor trailers using the intersection of Butter Road and Carlisle Road.

D. Lash stated that unfortunately, that intersection is easier for tractor trailers to turn, then it is for them to turn in the square.

C. Richards questioned why the light at the square is not delayed.

T. Myers stated that the light is owned by the Borough so they would have to make the suggestion to PennDOT.

M. Henise stated that with the delayed light it would be additional clearance time which would include three phases instead of two so what that would add more time or traffic stop movement at the intersection. It would have to be something that is warranted by PennDOT.

Manager Oswalt introduced Mark Henise, who works with ELA Group, Inc. as a traffic engineer. T. Myers has been consulting with him and asking him questions for the last month or so about Butter Road.

C. Richards stated that after conversation with the Mayor it was determined that Meadow Road in Dover Borough is made to handle truck traffic.

C. Richards questioned if citations are given out to vehicles who are passed the white stop bar once the light signal has changed, and a tractor trailer is trying to make a left-hand turn.

D. Lash stated that being passed the stop bar is a violation but at that point, the tractor trailer becomes a bigger problem.

D. Lash stated that when the bridge was being replaced on Butter Road, it created problems at other intersections.

S. Stefanowicz stated that he came across a radar sign and was curious if the sign does or does not work to help assist the Police Department.

D. Lash stated that Manchester Township has purchased a couple of the radar signs and they are effective if they are moved around. The radar sign is mounted just below the speed limit sign.

G. Anderson stated Manchester Township's road crew moves the radar signs around their Township monthly.

Chief Lash left the meeting at 6:25 PM due to another meeting commitment.

T. Myers stated that on April 13, 2020 Pennoni completed a traffic study on Butter Road and their recommendations were: restrict trucks over 30 feet long on Butter Road between Fox Run Road and Bull Road with the exception of Local Deliveries and perform a ball-bank study on the curve at 1280 Butter Road. At the last meeting the Township Solicitor noted that should the Board move forward with limiting trucks on Butter Road an alternative route study would need to be completed first.

M. Henise stated that the State law has a provision for an alternate route study and it is only required on State routes that are numbered traffic routes.

Manager Oswald stated that in an email she received from Mark Henise, the alternate route study would be approximately \$1,500.00.

T. Myers stated the initial traffic and engineering study that was completed January 19, 1978 determined the speed on that road would be 35 miles per hour from Bull Road to the Dover Borough line which was a slower speed than what that had established. However, there is a section of the roadway from Bull Road to 1280 Butter Road that could qualify as a residential district based on the vehicle code determines the definition of a residential district. After reviewing the vehicle code, it was noted that this section of the roadway would qualify as a residential district and as such, no speed studies are required to establish a 25 miles per hour speed limit. Earlier this year, the Board had also asked CS Davidson to provide figures on geometry improvements to accommodate truck traffic. The study was presented to the Board, the cost would be about \$500,000.00 and the construction would start in 2025.

S. Stefanowicz questioned what amount was budgeted for 2024.

Manager Oswald stated that the full amount of \$500,000.00 was budgeted for 2024.

T. Myers stated that another item that was discussed was to limit trucks to a certain time of day.

C. Rausch stated that only Windsor and Lower Windsor Township can restrict the time of day for trucks under the Solid Waste Management Act. This entail truck traffic going to and from a landfill.

S. Parthree questioned whether the language in trash hauler contract restriction was helpful to this scenario.

Manager Oswalt stated that per the contract with Penn Waste they are not allowed to start picking up trash until 6 AM but that does not mean that aren't allowed to be on the Township roads before that time.

T. Myers stated that the Public Works Director got together with LTAP and had them prepare a study on Nursery Road. The study indicated that there were 6 curves that exceeded the recommended ball bank readings, and their only recommendation was to post turn signs with advisory speeds.

M. Fleming stated that signs were installed on Nursery Road in June of 2021 along with the one placed on Butter Road.

T. Myers stated improvements at the intersection of Nursery Road and Bull Road would require a significant amount of additional right of way and land acquisition to make the intersection a 90 degree angle.

S. Parthree stated that earlier in the meeting, Chief Lash indicated other roadways in the Township that provide more data in regard to speeding and crashes. Some of those roads are already posted at 25 miles per hour. S. Parthree questioned if lowering the speed limit on Butter Road to 25 miles per hour actually would help the situation or make it worse.

G. Anderson stated that there is currently not a speed related crash problem on Butter Road with the current posted speed limit sign based off the data from the LPR.

J. McLucas stated that he received a question on how the industrial area has grown in that area. The Raycom area has been zoned Industrial since 1970. In 1995 an additional tract was added in the Butter Road/Fox Run area. It wasn't until 2008 when the zoning district was redone and some of the Lamparter's properties as well as properties on Fox Run Road were included in the Industrial Tract. In 2011 is when the rest of the Industrial Tract was rezoned.

C. Richards questioned that whether the Fox Run Road and Canal Road intersection should be completed before Pro Pallet builds their new building and extends Raycom Road to the Dollar General on Carlisle Road.

J. McLucas stated the road will be extended to the rear property of Pro Pallet. There is a missing tract owned by the Bonsell's that would need to be developed before connecting into the existing roadway by Dollar General.

C. Richards questioned if it is wise to spend \$500,000.00 to fix Butter Road or just complete Fox Run Road now and then not allow any trucks on Butter Road beyond Fox Run Road.

M. Cashman stated that it could potentially cost millions of dollars to fix the intersection at Fox Run Road and Canal Road.

Manager Oswalt stated that a traffic signal would need to be installed and improvements on all four corners would need to be completed which could lead to acquiring at least two of the properties, if not all four properties.

T. Myers stated that Fox Run Road heading North would also need to be brought up so there would be a level approach to the intersection as opposed to the steep hill that is currently there now.

C. Richards questioned if Terry could provide a cost estimate on how much it would cost to fix the intersection at Fox Run Road and Canal Road.

T. Myers stated that for a future meeting, he will prepare a cost estimate for that intersection.

With no further discussion on this matter, Chairperson Stephen Stefanowicz adjourned the Work Session at 6:58 PM to be followed by the regular Board of Supervisors meeting at 7:03 PM.

Respectfully submitted by: Brooke M. Scarce

Brooke M. Scarce, Township Secretary